



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

DONALD L. WOLFE, Director

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September 29, 2005

IN REPLY PLEASE

REFER TO FILE: PD-1

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

Dear Supervisors:

**MAGIC MOUNTAIN PARKWAY AT GOLDEN STATE FREEWAY (INTERSTATE 5)  
CITY OF SANTA CLARITA-COUNTY COOPERATIVE AGREEMENT  
SUPERVISORIAL DISTRICT 5  
3 VOTES**

**IT IS RECOMMENDED THAT YOUR BOARD:**

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), consider the enclosed Negative Declaration/Finding of No Significant Impact, including comments received during the public review process, which was prepared for the Interstate 5/Magic Mountain Parkway Interchange and Related Improvements project and adopted by the State of California Department of Transportation on July 31, 2000; find that the project will not have a significant effect on the environment and find that the Negative Declaration/Finding of No Significant Impact reflects the independent judgment of the County; and approve the Negative Declaration/Finding of No Significant Impact.
2. Approve and instruct the Chair of the Board to sign the enclosed cooperative Agreement between the County and the City of Santa Clarita for the project. The Agreement provides for the City to perform the preliminary engineering, acquire the necessary right of way, and administer the construction of the project and the County to review

and approve the plans and right-of-way acquisition documents. The total project cost is estimated to be \$15.5 million with the County's share being \$500,000. The remaining project cost will be financed with Los Angeles County Metropolitan Transportation Authority grant funds and City Bridge and Thoroughfare Fee District funds.

### **PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The County, the City of Santa Clarita, and the State of California Department of Transportation (Caltrans) propose to improve the freeway interchange at Magic Mountain Parkway and Interstate 5 and realign Magic Mountain Parkway and The Old Road in the vicinity of the interchange. This project is referred to as the Interstate 5/Magic Mountain Parkway Interchange and Related Improvements project. These improvements are being constructed in three phases. The enclosed Agreement is only for work to be done by the City of Santa Clarita within County jurisdiction under Phase 2 of the overall improvement project. Phase 2 consists of realignment of The Old Road and Magic Mountain Parkway and the construction of storm drain facilities and appurtenant structures.

Your Board's approval of the enclosed Agreement is necessary for the delegation of responsibilities and the cooperative financing of the project. This proposal is authorized and provided for by the provisions of Section 6500, et seq. of the Government Code.

### **Implementation of Strategic Plan Goals**

The Agreement meets the County's Strategic Plan Goal of Service Excellence. By reconfiguring the Magic Mountain Parkway at Interstate 5 interchange and realigning Magic Mountain Parkway and The Old Road, traffic flow will be enhanced for County residents and for commercial trucks delivering goods to and from the area.

### **FISCAL IMPACT/FINANCING**

The total project cost is estimated to be \$15.5 million with the County's share being \$500,000. The County's share of the project cost is included in the Fiscal Year 2005-06 Valencia Bridge and Major Thoroughfare Fee District (V51) fund.

## **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

The enclosed Agreement, which has been executed by the City and approved as to form by County Counsel, provides for the City to perform the preliminary engineering, acquire the necessary right of way, and administer the construction of the project. The City will finance the costs incurred for this work, estimated to be \$15 million, with Los Angeles County Metropolitan Transportation Authority grant funds and Bridge and Major Thoroughfare Fee District funds collected from local developers by the City. The County is to review and approve the plans and right-of-way acquisition documents for the project and will finance the cost of these activities, estimated to be \$500,000, with Valencia Bridge and Major Thoroughfare Fee District funds collected by the County.

## **ENVIRONMENTAL DOCUMENTATION**

On May 9, 2000, Caltrans, as the lead agency, circulated an Initial Study/Environmental Assessment for the Interstate 5/Magic Mountain Parkway Interchange and Related Improvements project in accordance with CEQA requirements. A public meeting was held on June 13, 2000, during the public review period, which ended on June 21, 2000. On the basis of this study, it was determined that the project would not have a significant effect on the environment. Consequently, Caltrans finalized and adopted the Negative Declaration/Finding of No Significant Effect on July 31, 2000, and filed a Notice of Determination for the project with the County Clerk in accordance with the requirements of Section 21152 of the California Public Resources Code.

On August 25, 2005, the City of Santa Clarita, acting as a "responsible agency" whose discretionary approval of the project is required to carry out the project, adopted Caltrans' Negative Declaration/Finding of No Significant Effect for the project.

Under the CEQA, the County is a "responsible agency" whose approval of the enclosed Agreement is required to carry out the project. As a responsible agency, your Board must consider and adopt the Negative Declaration/Finding of No Significant Effect, prepared by Caltrans, before the recommended Agreement is approved.

## **IMPACT ON CURRENT SERVICES (OR PROJECTS)**

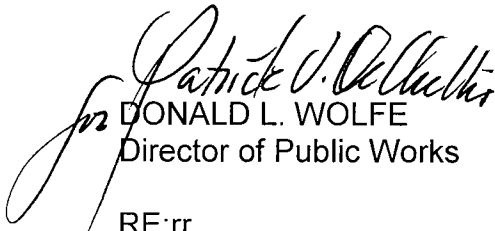
The Old Road and Magic Mountain Parkway are major arterial highways on the County's Highway Plan, and the proposed improvements are needed and of general County interest.

The Honorable Board of Supervisors  
September 29, 2005  
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**CONCLUSION**

Enclosed are five copies of the Agreement, which have been executed by the City and approved as to form by County Counsel. Upon approval, please return the copies marked CITY ORIGINAL to us for processing together with one adopted copy of this letter. The copy marked COUNTY ORIGINAL is for your files.

Respectfully submitted,

  
DONALD L. WOLFE  
Director of Public Works

RE:rr

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Enc.

cc: Chief Administrative Office  
County Counsel



**AGREEMENT FOR CONSTRUCTION OF**  
**MAGIC MOUNTAIN PARKWAY - PHASE 2 IMPROVEMENTS**

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON \_\_\_\_\_, 2005, is between the COUNTY OF LOS ANGELES, acting by and through its Department of Public Works, referred to herein as "COUNTY", and the CITY OF SANTA CLARITA, referred to herein as "CITY".

### RECITALS

1. CITY is the lead local agency for the design and construction of improvements to the Magic Mountain Parkway/Interstate 5 Interchange and adjoining highway facilities including bridge improvements, realignment of The Old Road and Magic Mountain Parkway, widening of the I-5 freeway ramps at Magic Mountain Parkway, and intersection improvements at Magic Mountain Parkway and The Old Road. These improvements are to be constructed in three phases in cooperation with COUNTY and the State of California Department of Transportation (Caltrans) acting on behalf of the State of California (STATE). This Agreement is between COUNTY and CITY only for work to be done by CITY within COUNTY's jurisdiction under Phase 2 of that project and consisting of storm drain facilities and appurtenant structures, and road improvements, including realignment of The Old Road and Magic Mountain Parkway and intersection improvements at Magic Mountain Parkway and The Old Road, hereinafter referred to as "PROJECT".
2. CITY has entered into a separate agreement with Caltrans establishing terms related to the preparation of Plans, Specifications and Estimates (PS&E), construction, and other aspects of the aforementioned improvements including all three phases of the work. Unless otherwise provided, definitions under that agreement shall be the same and apply to this Agreement. There shall be a presumption of consistency between these agreements, and any difference of interpretation shall be resolved with due deference to STATE.
3. This agreement is being entered into pursuant to Sections 6500, et seq. of the Government Code.
4. CITY desires to construct the PROJECT and is willing to fund one hundred percent (100%) of all capital outlay and staffing costs, except those costs of COUNTY's inspection and quality assurance of construction activities.
5. CITY will construct storm drain improvements under PROJECT for acceptance by COUNTY for subsequent transfer to the Los Angeles County Flood Control District (District).
6. CITY desires to prepare the contract documents, acquire the right of way, advertise, award, and administer the construction contract for the PROJECT in order to bring about the earliest possible completion of PROJECT.
7. COUNTY is agreeable to CITY's proposal to prepare the contract documents, acquire the right of way, and advertise, award, and administer the construction contract for PROJECT.
8. The parties hereto intend to define herein the terms and conditions under which PROJECT is to be constructed, financed, and maintained.

## SECTION I

### CITY AGREES:

1. To advertise, award, and administer the construction contract for PROJECT in accordance with requirements of the Local Agency Public Construction Act and the California Labor Code, including its prevailing wage provisions. Workers employed in the performance of work contracted for by CITY, and/or performed under encroachment permit, are covered by provisions of the Labor Code in the same manner as are workers employed by COUNTY's Contractors. CITY shall obtain applicable wage rates from the State Department of Industrial Relations and the United States Department of Labor and shall adhere to the applicable provisions of the State Labor Code and the Code of Federal Regulations. Violations shall be reported to the State Department of Industrial Relations. The contract shall also include the Federal DBE requirements as contained in Title 49 CFR, Part 23.
2. In recognition that construction work for PROJECT done on COUNTY's property will not be funded and paid by COUNTY, for the purpose of protecting stop notice claimants and the interests of COUNTY relative to the successful completion of PROJECT, CITY agrees to require the construction contractor furnish both a payment and performance bond naming CITY as obligee with both bonds complying with the requirements set forth in Section 3-1.02 of STATE's current Standard Specifications prior to performing any construction work for PROJECT. CITY shall defend, indemnify, and hold harmless COUNTY and all its officers and employees from all claims by stop notice claimants related to the construction of PROJECT under the payment bond.
3. To construct PROJECT in accordance with plans and specifications of CITY, to the satisfaction of and subject to the approval of COUNTY.
4. To be responsible, at CITY's expense, for the investigation of potential hazardous waste sites within and outside of the existing and future County highway right of way that would impact the PROJECT.
5. To be responsible, at CITY's expense, for the development of the necessary remedy and/or remedial action plans and designs. Remedial actions proposed by CITY shall be pre-approved by COUNTY and shall be performed in accordance with COUNTY's standards and practices and those standards mandated by the federal and State regulatory agencies with jurisdiction over the project.
6. That construction within the existing or ultimate County highway right of way shall comply with the requirements in STATE's Standard Specifications and the Special Provisions for PROJECT and in conformance with methods and practices specified in STATE's Construction Manual. Construction of storm drain improvements to be transferred to District shall comply with the requirements in the Standard Specifications for Public Works Construction, 2003 Edition ("Greenbook") and COUNTY's Additions and Amendments to the Standard Specifications for Public Works Construction, 2003 Edition ("Greybook").

7. If CITY uses its own staff or hires another entity to perform surveys, such surveys shall conform to the methods, procedures, and requirements of STATE's Survey Manual and STATE's Staking Information Booklet.
8. Material testing and quality control shall conform to STATE's Construction Manual and STATE's Material Testing Manual, and be performed, at CITY's expense, by a certified material tester acceptable to COUNTY. Approval of the type of asphalt and concrete plants shall be by COUNTY.
9. To furnish, at CITY's expense and subject to the approval of COUNTY, a field site representative, who is a licensed Civil Engineer in the State of California, to perform the functions of a Resident Engineer. The Resident Engineer shall be a public employee in accordance with Chapter 16 of the Local Assistance Procedures Manual.
10. To pay one hundred percent (100%) of the actual cost of construction required for satisfactory completion of PROJECT, including changes pursuant to contract change orders concurred with by COUNTY's representative and any "County-furnished material".
11. At CITY's expense, to furnish qualified support staff, subject to the approval of COUNTY, to assist the Resident Engineer in, but not limited to, construction surveys, soils and foundation tests, measurement and computation of quantities, testing of construction materials, checking shop drawings, preparation of estimates and reports, preparations of "As-Built" drawings, and other inspection and staff services necessary to assure that the construction is being performed in accordance with the plans and specifications. Said qualified support staff shall be independent of the design engineering company and construction contractor, except that the designer of PROJECT may check the shop drawings, do soils foundation tests, test construction materials, and do construction surveys.
12. To make progress payments to the contractor and pay all costs for required staff services as described in Articles 9 and 11 of this Section I. COUNTY does not assume responsibility for accuracy of itemization on progress pay schedules.
13. Within sixty (60) days following the completion and acceptance of the construction contract for PROJECT, to furnish COUNTY with a complete set of acceptable full-sized film positive reproducible "As-Built" plans and all contract records, including survey documents, Records of Surveys, signed Environmental Mitigation Monitoring Report Forms, and one set of the corrected original tracings of the structure plans.
14. CITY will maintain those portions of PROJECT located in the unincorporated territory of COUNTY until said portions have been approved and accepted by COUNTY.
15. If CITY terminates PROJECT prior to completion of the construction contract for PROJECT, COUNTY may require CITY, at CITY's expense, to return the right of way to its original condition or to a condition of acceptable permanent operation, as determined by COUNTY. If CITY fails to do so, COUNTY reserves the right to finish PROJECT or place PROJECT in a condition of satisfactory permanent

operation. COUNTY will bill CITY for all actual expenses incurred and CITY agrees to pay said expenses within thirty (30) days and/or to authorize COUNTY to act through the State Controller to withhold an equal amount from future apportionments due CITY from the Highway User Tax Fund, whichever COUNTY deems proper.

16. If cultural, archaeological, paleontological, or other protected materials are encountered during construction of PROJECT, CITY shall stop work in that area until a qualified professional can evaluate the nature and significance of the find and a plan is approved for the removal or protection of that material.
17. COUNTY's quality assurance activities referred to in Article 2 of Section II of this Agreement do not include performance of any engineering services required for PROJECT. All engineering services are to be performed by CITY.
18. Prior to commencing construction of the PROJECT, CITY shall secure approval from COUNTY as evidenced by COUNTY's approval of the PROJECT's PS&E and a letter of approval from COUNTY establishing that all COUNTY requirements have been met. CITY shall give timely notice to COUNTY of the approximate date when construction will begin by providing a copy (ie, cc) of its Notice to Proceed given to the PROJECT'S construction contractor at the time of issuance.

**Right of Way:**

19. To acquire all permanent and temporary right of way required for the PROJECT, including the right of way located in the unincorporated territory of COUNTY, in the name of the CITY and at no cost to the COUNTY and in conformance with applicable County, State, and federal laws and regulations. CITY and COUNTY agree that CITY may exercise the power of eminent domain for these purposes, including with respect to property located in the unincorporated territory of COUNTY.
20. To convey to COUNTY all rights, title, and interests in and to all the right of way acquired for PROJECT located within the unincorporated territory of COUNTY, free and clear of any encumbrances, and provide COUNTY with all necessary clearances from State Department of Health, and/or State Department of Toxic Substances Control to certify the right of way is free and clear of hazardous waste, upon completion of the PROJECT and prior to the COUNTY's acceptance of control and maintenance of those portions of the PROJECT located within the unincorporated territory of COUNTY.
21. To provide COUNTY with preliminary title reports and copies of all supporting documents; legal descriptions, calculations; right of way maps, and deeds for all parcels to be conveyed to COUNTY pursuant to paragraph 20 of this Section I, above, for review and approval prior to COUNTY's formal acceptance of the deeds.
22. To provide COUNTY with a Proforma ALTA Owner's Policy of Title Insurance (Title Policy) in the name of the County of Los Angeles or the Los Angeles County Flood Control District, as determined by COUNTY, prior to COUNTY's formal acceptance of the deeds.

23. That portions of the existing The Old Road right of way will become surplus to the COUNTY's needs as a result of the PROJECT. CITY agrees to assume maintenance, liability, and all associated costs thereof for those portions of the existing The Old Road right of way that become surplus as a result of the PROJECT including, but not limited to landscaping, driveways, and any other improvements constructed within the existing The Old Road right of way.
24. To conduct and deliver to COUNTY a Phase I/II Environmental Site Assessment of the property to be conveyed to COUNTY pursuant to paragraph 20 of this Section I, above. The Phase I/II shall be prepared by a licensed civil engineer or engineering geologist registered with the State of California, in accordance with "E1527-00 Standard Practice for Environmental Site Assessment: Phase I Site Assessment Process" as published in July 2000 by the American Society for Testing and Materials and is accurate in all material respects. These reports should be sent to the attention of the Mapping and Property Management Division, County Department of Public Works. Based upon the findings of the Phase I/II Site Assessment Report, should the COUNTY determine that the property is not acceptable to COUNTY, the CITY shall remediate the property until the property is in a condition which COUNTY deems to be acceptable.
25. To provide for the permanent maintenance of all slopes to be graded in connection with the PROJECT and located outside COUNTY's future right of way, to COUNTY's satisfaction.

**Landscaping:**

26. To provide a warranty for plant establishment and landscape maintenance, including irrigation, for a one year period from completion and acceptance of the PROJECT by COUNTY. CITY shall also provide for the permanent maintenance of PROJECT landscaping improvements, if additional maintenance is needed beyond that normally provided by COUNTY services, as determined by COUNTY.

**Engineering Design:**

27. To have a Project Report (PR), including all necessary environmental documentation, and detailed PS&E prepared at no cost to COUNTY and to submit each to COUNTY for review and approval at appropriate stages of development. The PR, final plans, and standard special provisions shall be signed by a Civil Engineer registered in the State of California.
28. To provide for personnel, who prepare the PS&E and right of way maps shall be available to COUNTY, at no cost to COUNTY, through completion of construction of PROJECT to discuss problems which may arise during construction and/or to make design revisions for contract change orders.

**Survey:**

29. To provide, at no cost to COUNTY, survey and mapping services necessary to perpetuate existing land net and alignment monumentation in accordance with Sections 8771 and 8765 of the Business and Professions Code; and to permanently monument the location of all right of way acquisitions. All of the above are to be shown on a Record of Survey, filed with the County Surveyor. CITY shall deliver one copy of any field notes, filed Corner Records, and Record of Survey required for the execution of the above obligation, to COUNTY's office.

**Miscellaneous Transfer Drain:**

30. To furnish COUNTY with a complete set of acceptable full-sized film positive reproducible "As-Built" plans for all proposed storm drain facilities and appurtenant structures per COUNTY's Miscellaneous Transfer Drain Plan No. 1764, hereinafter referred to as "MTD", including all contract records, survey documents, Records of Surveys, and Easements, as determined by COUNTY. CITY shall also furnish the COUNTY the original plans including all approved revisions to the Miscellaneous Transfer Drain prior to acceptance of PROJECT by COUNTY.
31. To obtain approval from COUNTY for any deviations from approved MTD plans prior to field construction.
32. To acquire all necessary right-of-way for the PROJECT prior to commencement of work and to quitclaim MTD easements as needed to the District prior to acceptance of PROJECT by COUNTY, to COUNTY's satisfaction.

**Utility Coordination:**

33. To notify utility companies of PROJECT and coordinating all utility relocations.

**Permits:**

34. To request the right to plan check and inspect any proposed grading and to contact COUNTY and obtain any required permits whenever work will be performed on private property within COUNTY's jurisdiction.

**Traffic Control:**

35. To inform COUNTY of any modifications and/or additions to the traffic controls within County right of way that are not shown on the approved traffic control plans.

**Traffic Signals:**

36. To coordinate all necessary actions with the responsible agencies for any changes and implementation of traffic signal modifications and timing changes necessary for traffic control and completion of the PROJECT.

## **SECTION II**

### **COUNTY AGREES:**

1. To provide, at no cost to CITY, oversight of PROJECT, and to provide prompt reviews and approvals, as appropriate, of submittals by CITY or its consultants, and to cooperate in timely processing of PROJECT.
2. That City may acquire all permanent and temporary right of way required for the PROJECT, including the right of way located in the unincorporated territory of COUNTY, in the name of the CITY and at no cost to the COUNTY and in conformance with applicable County, State, and federal laws and regulations, and that CITY may exercise the power of eminent domain for these purposes, including with respect to property located in the unincorporated territory of COUNTY.
3. To convey the portions of the existing The Old Road right of way which will become surplus to the COUNTY's needs as a result of the PROJECT to CITY in accordance with California Government Code 25365 at fair market value as determined to be acceptable by COUNTY.
4. Upon proper application by CITY and by CITY's contractor, to issue, at no cost to CITY and to CITY's contractor, the necessary improvement and grading permits for required work within the County highway right of way, as more specifically defined in Articles 3, 4, 5, 6, and 7 of Section III of this Agreement.
5. To provide at CITY's expense, any "County-furnished material" as shown on the plans for PROJECT and as provided in the Special Provisions for PROJECT.
6. To accept the transfer of the MTD into District's system of maintained storm drains upon completion of PROJECT, submittal of the final Notice of Completion from COUNTY's Construction Division, acquisition of all necessary right-of-way for PROJECT, and submittal of the original plans including all approved revisions.
7. To assign to CITY prior rights of COUNTY for purposes of utility relocation.

## **SECTION III**

### **IT IS MUTUALLY AGREED:**

1. All obligations of COUNTY under the terms of this Agreement are subject to the appropriation of resources by the Board of Supervisors.
2. All applicable procedures and policies relating to the use of Federal funds or State gas tax funds shall apply notwithstanding other provisions of this Agreement.



3. Construction by CITY of improvements referred to herein which lie within the County highway or Los Angeles County Flood Control District right of way or which affect COUNTY's facilities, shall not be commenced until CITY's original contract plans involving such work and plan for utility relocations have been reviewed, approved, and accepted by signature of COUNTY's delegated agent.
4. CITY shall obtain aforesaid improvement and grading permit through the office of COUNTY's Main Permit Office and CITY's application shall be accompanied by six (6) sets of reduced construction plans of aforesaid COUNTY-approved contract plans and six (6) sets of specifications for PROJECT prior to any work proceeding within County highway right of way. CITY's authorization to proceed with said work shall be contingent upon CITY's compliance with all provisions set forth in this Agreement.
5. CITY shall provide COUNTY an approved copy of right of way certification prior to starting work on the PROJECT, to certify that legal and physical control of right of way were acquired in accordance with applicable State and Federal laws and regulations, and County requirements.
6. CITY shall require its construction contractor to maintain in force, until completion and acceptance of the construction contract for PROJECT, a policy of Contractual Liability Insurance, including coverage of Bodily Injury Liability and Property Damage Liability, in accordance with Sections 7-3 and 7-4 of the Standard Specifications for Public Works Construction, 2003 Edition. Such policy shall contain an additional insured endorsement naming the County of Los Angeles and the Los Angeles County Flood Control, their officers, agents, and employees as additional insured. Coverage shall be evidenced by a Certificate of Insurance in a form satisfactory to COUNTY, which shall be delivered to COUNTY before starting work on PROJECT.
7. Prior to award of the construction contract for PROJECT, CITY may terminate this Agreement by written notice.
8. During the construction of PROJECT, representatives of CITY and COUNTY will cooperate and consult with each other, and all work pursuant to PROJECT shall be accomplished according to the approved plans, specifications, and COUNTY's applicable standards and practices. Satisfaction of these requirements shall be verified by COUNTY's representative. COUNTY's representative is authorized to enter CITY's property during construction for the purpose of monitoring and coordinating construction activities.
9. Changes to the plans and specifications for PROJECT shall be implemented by contract change orders. All major changes as defined in STATE's Construction Manual and as determined by COUNTY shall require approval by COUNTY in advance of performing the work. All changes shall be shown on the "As-Built" plans referred to in Article 13 of Section I of this Agreement, as determined by COUNTY.

10. If any existing public and/or private utility facilities conflict with the construction of PROJECT or violate COUNTY's encroachment policy, CITY shall make all necessary arrangements with the owners of such facilities for their protection, relocation, or removal in accordance with COUNTY's policy and procedure for those facilities located within the limits of work providing for the improvement to the County highway and in accordance with CITY's policy for those facilities located outside of the limits of work for the improvement to the County highway. The cost of protection, relocation, or removal shall be apportioned between the owner of the utility facility and CITY in accordance with COUNTY's policy and procedure. CITY shall require any utility owner performing relocation work in the County highway right of way to obtain an encroachment permit from COUNTY prior to the performance of said relocation work. The requirements of the most current version of STATE's "Policy on High and Low Risk Underground Facilities Within Highway Rights of Way" shall be fully complied with. Any relocated or new facilities shall be correctly shown and identified on the "As-Built" plans referred to in Article 13 of Section I of this Agreement. Where a conflict exists with regard to existing public and/or private utilities facilities in relation to construction of the PROJECT or COUNTY's encroachment policy, for purposes of determining the priority of rights, CITY shall be deemed to hold the same rights as COUNTY for duration of the PROJECT including any and all superior rights held by the COUNTY, vis-à-vis existing public and/or private utilities facilities.
11. Any hazardous material or contamination of an HM-1 category found within the existing County highway right of way during construction requiring remedy or remedial action, as defined in Division 20, Chapter 6.8 et seq. of the Health and Safety Code, shall be the responsibility of CITY. For the purpose of the Agreement, hazardous material of HM-1 category is defined as that level or type of contamination which State or Federal regulatory control agencies having jurisdiction have determined must be remediated by reason of its mere discovery regardless of whether it is disturbed by PROJECT or not. CITY shall sign the HM-1 manifest and pay all costs for remedy or remedial action within the existing County highway right of way. CITY will exert every effort to fund the remedy or remedial action for which CITY is responsible. In the event CITY is unable to provide funding, CITY will have the option to either delay further construction of PROJECT until CITY is able to provide funding or may proceed with the remedy or remedial action at CITY's expense without any subsequent reimbursement.
12. The remedy or remedial action with respect to any hazardous material or contamination of an HM-2 category found within and outside the existing County highway right of way during construction shall be the responsibility of CITY, at CITY's expense, as a result of proceeding with construction of PROJECT. For the purposes of this Agreement, any hazardous material or contamination of HM-2 category is defined as that level or type of contamination which said regulatory control agencies would have allowed to remain in place if undisturbed or otherwise protected in place should PROJECT had not proceeded. CITY shall sign any HM-2 manifest if construction of PROJECT proceeds and HM-2 material must be removed in lieu of being treated in place.

13. If hazardous material or contamination of either HM-1 or HM-2 category is found during construction on new right of way acquired by or on account of CITY for PROJECT, CITY shall be responsible, at CITY's expense, for all required remedy or remedial action and/or protection in the absence of a generator or prior property owner willing and prepared to perform that corrective work.
14. Locations subject to remedy or remedial action and/or protection include, but are not limited to, utility relocation work and site relocation work required for PROJECT. Costs for remedy and remedial action and/or protection shall include but not be limited to, the identification, treatment, protection, removal, packaging, transportation, storage, and disposal of such material.
15. The party responsible for funding any hazardous material cleanup shall be responsible for the development of the necessary remedy and/or remedial action plans and designs. Remedial actions proposed by CITY on the County right of way shall be pre-approved by COUNTY and shall be performed in accordance with COUNTY's standards and practices and those standards mandated by the Federal and State regulatory agencies.
16. Pursuant to the authority contained in Section 591 of the Vehicle Code, COUNTY has determined that within such areas as are within the limits of PROJECT and are open to public traffic, CITY shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. CITY shall take all necessary precautions for safe operation of CITY's vehicles, the construction contractor's equipment and vehicles and/or vehicles of personnel retained by CITY, and for the protection of the traveling public from injury and damage from such vehicles or equipment.
17. Unless otherwise provided, upon completion and acceptance of the construction contract for PROJECT by CITY to the satisfaction of COUNTY, COUNTY will accept control of and maintain, at its own cost and expense, those portions of PROJECT lying within the County right of way.
18. Upon completion of all work under this Agreement, COUNTY will operate and maintain the traffic signals and highway safety lights within County highway right of way on The Old Road as installed and pay one hundred percent (100%) of the total operation and maintenance cost.
19. Upon completion of all work under this Agreement, ownership and title to materials, equipment, and appurtenances installed within the County right of way will automatically be vested in COUNTY, or District, as determined by COUNTY. No further agreement will be necessary to transfer ownership as hereinbefore stated.
20. Portions of the existing The Old Road right of way will become surplus to the COUNTY's needs as a result of the PROJECT. COUNTY agrees to proceed with the vacation of the said portions of the existing The Old Road right of way within 1 year from completion of PROJECT or acceptance of PROJECT and improvements by COUNTY, whichever is later. CITY agrees to pay COUNTY's actual costs to process the vacation. CITY shall assume maintenance, liability, and all associated

costs thereof for those portions of the existing The Old Road right of way that become surplus as a result of the PROJECT including, but not limited to landscaping, driveways, and any other improvements constructed within the existing The Old Road right of way until the vacation proceedings have been completed, and the conveyance of surplus right of way, pursuant to paragraph 4 of Section II, above, has occurred.

21. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affect the legal liability of either party to the Agreement by imposing any standard of care with respect to the development, design, construction, operation, or maintenance of County highways and public facilities different from the standard of care imposed by law.
22. Neither COUNTY nor any of its officers or employees is responsible for any damage or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless COUNTY and all its officers and employees from all claims, suits or actions of every name, kind and description brought for or in account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.
23. Neither CITY nor any of its officers or employees thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, COUNTY shall fully defend, indemnify and save harmless CITY from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this Agreement.
24. No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
25. Those portions of this Agreement pertaining to the construction of PROJECT shall terminate upon completion and acceptance of the construction contract for PROJECT by CITY with written concurrence of COUNTY. However, the ownership, operation, maintenance, liability, and claims clauses shall remain in effect until terminated or modified in writing by mutual agreement.
26. Some or all storm and flood facilities to be built under this Agreement will eventually be transferred to the District. CITY will cooperate with COUNTY to accomplish such transfer.

27. This Agreement, or any portions thereof, is not assignable.
28. In the event CITY does not award a construction contract for PROJECT and/or does not proceed with construction of PROJECT, this agreement shall be null and void.
29. Official notices or correspondence related to this Agreement shall be in writing and sent to the following:


COUNTY: Programs Development Division  
Department of Public Works  
County of Los Angeles  
P.O. Box 1460  
Alhambra, CA 91802-1460

CITY: Mr. Robert Newman  
Department of Public Works  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355-2196

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective officers, duly authorized, by the City of Santa Clarita on \_\_\_\_\_, 2005, and by the County of Los Angeles on \_\_\_\_\_, 2005.

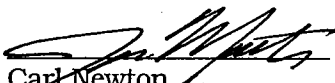
CITY OF SANTA CLARITA

COUNTY OF LOS ANGELES


By:   
Kenneth R. Puskamp  
City Manager

By: \_\_\_\_\_  
Chair  
Board of Supervisors

Approved as to Form and Procedure:


By:   
Carl Newton  
City Attorney

Attest: \_\_\_\_\_  
VIOLET VARONA-LUKENS  
Executive Officer of the  
Board of Supervisors

ATTEST:  
  
CITY CLERK  
7/27/05  
DATE \_\_\_\_\_

Approved as to Form:

RAYMOND G. FORTNER, JR.  
County Counsel

By:   
Deputy

Date: 8-4-05

Job No. 10551-02

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AUG 11 2000	
LINK	INT. 8
VALENCIA COMPANY INFRASTRUCTURE	

**Final Initial Study/  
Environmental Assessment  
Interstate 5/Magic Mountain Parkway  
Interchange and Related Improvements  
Santa Clarita, California**

*prepared for:*

STATE OF CALIFORNIA  
Department of Transportation

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration

*prepared by:*

Tetra Tech, Inc.  
4213 State Street, Suite 100  
Santa Barbara, California 93110

July 2000

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



August 11, 2000

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07-LA-05  
KP 84.8/86.8  
07-LA-126  
KP 9.4/11.4  
Magic Mountain Pkwy  
EA 187000

Responsible Agencies, Review Agencies,  
Trustee Agencies, and individuals interested  
in the Magic Mountain Parkway Interchange  
project located along Interstate 5

**Notice of Final Negative Declaration / Finding of No  
Significant Impact**

The California Department of Transportation (Caltrans) has prepared a Negative Declaration/Finding of No Significant Impact (ND/FONSI) on the proposed improvements at the Magic Mountain Parkway Interchange along Interstate Route 5 in the City of Santa Clarita. The proposed project would consist of the following phases:

1. Reconstruction of the I-5/Magic Mountain Parkway separation,
2. Reconstruction of the interchange and a realignment of The Old Road, and
3. Realigning and widening of Magic Mountain Parkway east of I-5 from the northbound ramps to Fairway's Entrance.

A public meeting was held on June 13, 2000 in the City of Santa Clarita. The purpose of this meeting was to obtain public comment on our project design as well as the results of our environmental studies. All comments were due on June 28, 2000. All comments were considered and based on these comments a final environmental document was prepared.

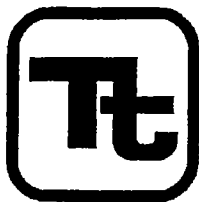
Enclosed is your copy of the Final Negative Declaration / Finding of No Significant Impact.

For additional information on this project, please contact Ronald Kosinski at (213) 897-0703. Thank you for your interest in this transportation project.

Sincerely,

*Ronald Kosinski*  
for RONALD KOSINSKI  
Chief, Caltrans Office of Environmental Planning





**TETRA TECH, INC.**  
4213 State Street, Suite 100  
Santa Barbara, California 93110-2847  
Telephone (805) 681-3100  
Fax (805) 681-3108  
E-Mail [tsba@tetra tech.com](mailto:tsba@tetra tech.com)

C52-008D  
10551-03

RECEIVED	
AUG 11 2000	
LINK	INT. 8
VALENCIA COMPANY INFRASTRUCTURE	

August 11, 2000

Ms. Julie Smith  
Department of Transportation  
Environmental Planning Branch  
120 South Spring Street  
Los Angeles, CA 90012

Subject: Final Initial Study/Environmental Assessment (IS/EA) for the I-5/Magic Mountain Parkway Interchange Improvements Project and Associated Documents

Dear Julie:

Enclosed are a total of 10 copies of the Final IS/EA for the I-5/Magic Mountain Parkway Interchange Improvements Project, 2 copies of the Final Natural Environmental Study, and 2 copies of the Cultural Resources Inventory Report all dated July 2000. Copies were also sent out to all recipients on the project mailing list who provided comments on the Draft IS/EA. Fifteen (15) copies were sent to the State Clearinghouse with the Notice of Determination (NOD) and De Minimus. One copy of the Final IS/EA was sent to the County of LA Registrar-Recorder/County Clerk along with the NOD, De Minimus and \$25.00 processing fee.

Tetra Tech is pleased to submit these documents to satisfy the environmental report requirement for this project. Please contact me at (805) 681-3100 extension 147 if you have any questions.

Sincerely,

**TETRA TECH, INC.**

Luanne Lum  
Project Manager

Attachments: Final IS/EA (July 2000)  
Final Biological Resources Technical Report (July 2000)  
Final Cultural Resources Inventory Report (July 2000)  
Notice of Determination  
De Minimus

Ms. Julie Smith  
August 11, 2000  
Page 2 of 2

cc. Petersen, B. (Tt SBA) (w/o attachments)  
Eldridge, J. (Tt SBA) (w/o attachments)  
Kefauver, K. (Tt SBA) (w/o attachments)  
Wilson, M. (Tt SBA) (w/ attachments)  
Chandler, E. (Tt SBO) (w/ the IS/EA & Cultural Resources Inventory Report)  
Buckner, J. (Tt ISG) (w/ the IS/EA & Natural Environmental Study)  
Domke, J. (Valencia Company) (w/ the IS/EA & Natural Environmental Study)  
Project Files (w/ attachments)

## Proposed Improvements to the Interstate 5 / Magic Mountain Parkway Interchange

Santa Clarita, Los Angeles County, California

### Initial Study/ Environmental Assessment

Submitted Pursuant to Division 13, Public Resources Code 42 U.S.C. 4332(2)(C) by the  
U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration  
and  
THE STATE OF CALIFORNIA  
Department of Transportation

*March 6, 2000*

Date

*Ronald Kosinski*  
for Raja Mitwasi  
Caltrans District 7, District Division Chief

*April 21, 2000*

Date

*E. B. Ritchie*  
Michael Ritchie  
Federal Highway Administration Division Administrator

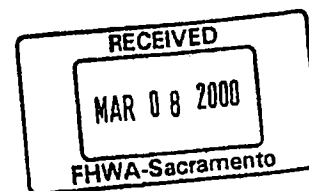
The following person may be contacted for additional information concerning this document:

Ronald Kosinski – Chief, Office of Environmental Planning  
Attention: Julie Smith  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012, (213) 897-0703  
julie\_smith@dot.ca.gov

Michael Ritchie  
Federal Highway Administration  
980-9th Street, Suite 400  
Sacramento, CA 95814-2724, (916) 498-5037

#### ABSTRACT

This Initial Study/Environmental Assessment addresses the environmental consequences of the proposed improvements of the Interstate 5/Magic Mountain Parkway Interchange. Three build alternatives and a no-action alternative are discussed in this document. On the basis of this study, it has been determined that the proposed action will result in some environmental impacts. However, mitigations are included as part of the project that will reduce impacts to a level that is not significant (refer to Section 4.17 for a summary of these mitigation measures).



**NEGATIVE DECLARATION (CEQA)**

Pursuant to: Division 13, Public Resources Code

**Location:** The proposed project is located in northern Los Angeles County along the western boundary of the City of Santa Clarita, at the intersection of the Golden State Freeway (Interstate 5 [I-5]) and Magic Mountain Parkway (refer to Figure 1-1, Project Vicinity Map, attached Initial Study/Environmental Assessment [IS/EA]).

**Description:** The project would consist of improving the Magic Mountain Interchange at I-5. Proposed improvements would include:

1. Reconstructing the I-5/Magic Mountain Parkway separation requiring minor roadway modifications on Magic Mountain Parkway to attain minimum vertical clearance at the separation (Phase 1 – Reconstruct Separation);
2. Reconstructing of the interchange and a realignment of The Old Road to increase the intersection spacing of the interchange (Phase 2 – Reconstruct Interchange);
3. Realigning and widening of Magic Mountain Parkway east of I-5 from the northbound ramps to Fairway's Entrance (Phase 3 – Realign and Widen Magic Mountain Parkway).
  - Magic Mountain Parkway would be realigned to improve design speed.
  - The roadway would be widened to eight lanes from the interchange to Fairway's Entrance.
  - The roadway between Fairway's Entrance and McBean Parkway would be restriped from six lanes to eight lanes.

In the area of the project, I-5 is an eight-lane freeway separated by a median transitioning from 60 to 36 feet in width. Topography in the area slightly slopes toward the Santa Clara River. Land uses surrounding the project are community, commercial, open space, residential estate, moderate residential and residential suburban. The Santa Clara River is situated just north of the project area.

**Project**

**Proponent:** Los Angeles County

**Determination:** An IS/EA has been prepared for the California Department of Transportation. On the basis of this study, it has been determined that the proposed action would not have a significant effect on the environment for the following reasons:

- The project would be consistent with planned improvements in the area and would not result in unanticipated growth.
- No improved right-of-way would be required; nor would there be any significant change in the character and composition of traffic utilizing the freeway and interchange.
- There would be no adverse effects on archaeological, historical, cultural, or scenic resources in the project area.
- The proposed project would not significantly impact noise, air quality, or water quality including wetlands.
- There would be no adverse effects on the local economy or businesses, residences, schools, neighborhoods, or on community facilities.
- No significant impacts on plant and animal life including rare or endangered species would occur.
- There would be no adverse effects upon prime agricultural lands within the project area.

**Mitigation:** The project would result in some environmental impacts. However, mitigations are included as part of the project that would reduce impacts to a level that is not significant (refer to Section 4.17 for a summary of these mitigations). The project would alleviate existing congestion and potential traffic impacts to land currently slated and approved for development.

*Ronald Kosiński*  
for R. MITWASI  
Deputy District Director, District 7  
California Department of Transportation

*July 31, 2000*  
Date

**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
MAGIC MOUNTAIN PARKWAY INTERCHANGE**

The proposed project is located in northern Los Angeles County along the western boundary of the City of Santa Clarita, at the intersection of the Golden State Freeway (Interstate 5) and Magic Mountain Parkway. The proposed improvements will include: Reconstructing the I-5/Magic Mountain Parkway separation; reconstruction of the interchange and realignment of the Old Road; and realignment and widening of Magic Mountain Parkway.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.



Cesar Perez  
Senior Transportation Engineer

8/10/00  
Date

## **EXECUTIVE SUMMARY**

### **FINAL INITIAL STUDY/ENVIRONMENTAL ASSESSMENT (IS/EA) FOR PROPOSED IMPROVEMENTS TO INTERSTATE 5/MAGIC MOUNTAIN PARKWAY INTERCHANGE**

The proposed interchange improvements (described below) are subject to review under both the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code [PRC] Section 21000 *et seq.*) and the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C] 4321 *et seq.*). The project proponent is Los Angeles County. The Lead Agency for CEQA compliance is the California Department of Transportation (Caltrans); the Lead Agency for NEPA compliance is the Federal Highway Administration (FHWA). A list of acronyms and abbreviations used in this document is presented in Section 10.0.

#### **PROJECT DESCRIPTION AND LOCATION**

The proposed project is located in northern Los Angeles, partially in the City of Santa Clarita and partially in an unincorporated area of Los Angeles County, at the intersection of the Golden State Freeway (Interstate 5 [I-5]) and Magic Mountain Parkway.

Proposed improvements would involve upgrading the freeway interchange at Magic Mountain Parkway (SR-126) and I-5, and widening and realigning Magic Mountain Parkway from The Old Road west of I-5 to Fairway's Entrance east of I-5. The project area also includes road restriping on Magic Mountain Parkway from Fairway's Entrance to McBean Parkway.

#### **PURPOSE AND NEED**

The proposed project is intended to achieve the following objectives:

- Facilitate the efficient flow of goods and services through this area;
- Ensure continued mobility of the public at the state, regional, and local level;
- Improve traffic safety and existing deficiencies;
- Increase capacity and improve operation of current roadways;
- Alleviate existing and future congestion; and
- Conform to state, regional, and local plans and policies.

The proposed project is necessary to meet the increasing traffic demand on the existing interchange resulting from current and projected development in the adjacent areas.

#### **ALTERNATIVE 1: NO-BUILD ALTERNATIVE**

Under the No-Build Alternative, the interchange and associated improvements would not be constructed. Currently, the interchange is congested, operates poorly, and has higher than expected accident rates. If projected traffic is superimposed on the existing interchange, existing operational deficiencies would be compounded and congestion, with associated delays, would be further increased, thereby potentially

increasing accident rates. Increased congestion would result in increased degradation of localized air quality conditions. The No-Build Alternative would not result in adverse environmental impacts from construction. However, this alternative would not meet the project purpose and need.

### **ALTERNATIVE 2: IMPROVEMENTS WITH SOUTHBOUND HOOK RAMP AND NORTHBOUND DIAMOND (DIRECT) RAMP INTERCHANGE**

Under Alternative 2, southbound hook ramps and northbound direct ramps would be constructed. The Old Road would be realigned to the west and widened, and Magic Mountain Parkway would be realigned and widened. All existing ramps would be removed and reconstructed.

### **ALTERNATIVE 3: IMPROVEMENTS WITH PARTIAL CLOVERLEAF INTERCHANGE**

Under Alternative 3, a partial cloverleaf configuration with loop off-ramps (single lane) in both directions to Magic Mountain Parkway would be constructed. The Old Road would be widened, and Magic Mountain Parkway would be realigned and widened.

### **ALTERNATIVE 4: IMPROVEMENTS WITH IMPROVED DIAMOND INTERCHANGE (PREFERRED ALTERNATIVE)**

Under Alternative 4, the existing diamond interchange configuration would be improved. The Old Road would be realigned to the west and widened, and Magic Mountain Parkway would be realigned and widened.

### **ENVIRONMENTAL IMPACTS OF THE PREFERRED ALTERNATIVE**

All potential environmental impacts resulting from the preferred alternative would be less than significant.

Potential environmental consequences of the preferred alternative would occur to topography, geology, and soils (soil erosion); use of non-renewable resources (use of petroleum products); hazardous materials (listed hazardous waste sources in the project area; potential asbestos in buildings and interchange structures to be demolished; potential lead-contaminated soil in project area); hydrology, drainage, and water quality (affect water quality through sedimentation); air quality (temporary increase air pollutants during construction); noise (increase ambient noise levels); light and glare (create temporary light/glare source); biological resources (change diversity/number of plant species; remove wildlife habitat; and change diversity/number of wildlife species); land use (support large commercial and residential development); traffic and transportation (alter transportation systems, affect existing parking facilities); and construction-related impacts (cause impacts associated with construction). However, these impacts would either be less than significant or reduced to a less than significant level through mitigation.

### **MITIGATION MEASURES**

The following measures have been included as a part of the project to ensure that no significant impacts would occur:

***Hazardous Materials***

- Soil and groundwater investigations will be performed to determine whether there is contamination from a Chevron service station and/or a Mobil Oil Pipeline Company bulk storage terminal in the project area.
- Soil and groundwater testing will be performed early in the Planned Specifications and Engineering (PS&E) phase. All testing and reports must conform to Caltrans requirements. All right-of-way acquisitions, including gifts of property, must conform to Caltrans requirements (Caltrans 2000).
- All conditions of the Department of Toxic Substances Control (DTSC) lead variance will be followed for use of lead-contaminated soil in construction. Removed yellow thermoplastic, yellow paint material, and any lead impacted soil not covered by the DTSC variance will be deposited at a Class I disposal facility.
- Any buildings to be demolished will be assessed for asbestos-containing building materials prior to acquisition. A South Coast Air Quality Management District (SCAQMD) permit for asbestos may be required for potential exposure to asbestos-containing materials (ACMs) in the Magic Mountain Parkway structure and buildings to be demolished.

***Water Quality/ Water Erosion***

- Prior to construction, a Notice of Intent (NOI) will be submitted to the State Water Resources Control Board for coverage under the National Pollutant Discharge System (NPDES) Statewide General Permit No. CAS000001. Under the General Permit a Storm Water Pollution Prevention Plan (SWPPP) will be prepared.
- Best Management Practices (BMPs) as described in the SWPPP will be adhered to during all stages of the proposed project. These may include (depending on site conditions) retention/desilting basins, silt fencing, weed-free hay bales, and/or drainage diversion structures.

***Air Quality/Wind Erosion***

- Dust control strategies will follow the SCAQMD Rule 403, Fugitive Dust, and 403.1, Wind Entrainment of Fugitive Dust. They include use of water trucks or sprinkler systems to keep all areas of disturbed surface, vehicle movement, and open storage piles, damp enough to prevent dust from leaving the site.
- Vehicle speed on the disturbed area will be no more than 15 miles per hour.
- Any imported, exported, and stockpiled fill material would be covered. All trucks transporting material will be tarped from the point of origin.
- Construction equipment will be well maintained.



**Noise**

- To ensure the project is in compliance with the City of Santa Clarita Noise Ordinance, construction hours will be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, and between 8 a.m. and 6 p.m. on weekends, unless traffic volumes or public safety warrant otherwise. These conditions will be determined by City, County, or State officials.
- According to the City of Santa Clarita Noise Ordinance, no construction will occur on Sundays and/or legally proclaimed holidays.
- If noise impacts from construction activities unduly interfere with operations of businesses or residents, the applicant will erect temporary noise barriers where they do not restrict access to businesses or residences and where they do not affect visibility of businesses.
- The contractor will be required to comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.

**Light and Glare**

- Construction-related lighting will be hooded and directed so it does not shine directly upon adjoining property or public rights-of-way.
- Highly reflective surfaces conducive to glare will not be used during construction.

**Biological Resources**

- Construction of all phases of the project will be in compliance with the NRMP. Mitigation for each phase will be consistent with permit conditions contained in U.S. ACOE Permit Number 94-00504-BAH, California Department of Fish and Game Streambed Alteration Agreement Number 5-502-97, California Incidental Take Permit Number 2081-1998-49-5, and California Regional Water Quality Control Board Waste Discharge Requirement Order Number 99-104. Copies of these documents are on file with the Valencia Company.
- The Valencia Company will apply for an amendment to the existing Section 404 and 1603 permits and, if necessary, to the existing Section 401 permit for the proposed project. If any focused plant surveys for the Nevin's barberry, short-jointed beavertail, slender mariposa lily, Palmer's grapplinghook, and Pierson's morning glory are required, they will be specified in the approved permit amendment(s). Caltrans' Office of Environmental Planning will be kept informed on the outcome of any focused plant surveys.
- A tree survey and report will be prepared to assess health, size, and number of trees in the Area of Potential Effects (APE) consistent with the Los Angeles County and the City of Santa Clarita Oak Tree Preservation Ordinances. Cottonwood trees will be replanted on a 3 to 1 replacement basis (as specified in the NRMP) in the proposed cottonwood forest revegetation site for the Caltrans Santa Clara River Bridge Replacement on Interstate 5

project in the Santa Clara River. Cottonwood trees will be grown from locally obtained seed, planted prior to the winter rainy season, irrigated, and maintained until established as specified by CDFG regulations noted in the NRMP. Any oak tree removed and or damaged will be replaced consistent with the Los Angeles County and City of Santa Clarita's Oak Tree Preservation Ordinance. A permit to remove any oak trees will be obtained from the County of Los Angeles or the City of Santa Clarita. Within the Caltrans right-of-way, additional Caltrans mitigations will be required. The large valley oak tree located northwest of the interchange for Magic Mountain Parkway and The Old Road will be avoided as specified in the Oak Tree Permit and avoidance of this tree will be incorporated during the final project design stage.

- To reduce cumulative impacts resulting from all construction projects in the area, construction for all phases of the proposed project within 300 feet of the Santa Clara River will be scheduled to avoid the nesting and fledging season of birds in the Santa Clara River, defined as March 1 through August 31. A biological monitor will survey the area for active nests prior to construction activities. Coordination with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 project will include regulatory permitting, construction, and mitigation actions. This would limit repetitive disturbances to the Santa Clara River and special-status species.

#### *Traffic*

- Construction will be phased (staged) to avoid long duration closures.
- A Traffic Management Plan (TMP) will be prepared.
- All traffic disruption issues will be coordinated between Caltrans, City of Santa Clarita, and Los Angeles County. Construction of the proposed project would be coordinated with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 project to minimize community impacts to the Santa Clara River.

#### *Cultural Resources*

- If, during project construction, cultural materials appear, work will stop in the immediate area. The District 7 Cultural Resource Staff, as well as the Environmental Planning Branch Chief and FHWA, will be notified upon such discovery and appropriate measures will be performed to mitigate the impacts to the resource. Work may only resume with approval from the Caltrans Archaeologist and FHWA.
- If the historic-age bridge currently located north of the APE will be subject to alterations and is determined eligible for either the NRHP or CRHR, impacts to the bridge from the proposed project would need to be assessed. Appropriate mitigation measures should then be developed in consultation with the California SHPO and the Advisory Council on Historic Preservation (ACHP) for any adverse effects to the bridge.

**REQUIRED PERMIT APPROVALS**

The following federal, state, and local permits would be required for the implementation of the proposed project:

- The Valencia Company will apply for an amendment to the existing permits for the proposed project. This includes amendments to the existing Section 404 Permit from U.S. Army Corps of Engineers and Section 1603 Streambed Alteration Agreement from California Department of Fish and Game, and, if necessary, an amendment to the existing Section 401 Water Quality Certification from the Los Angeles Regional Water Quality Control Board.
- Oak tree permits from Los Angeles County and City of Santa Clarita.

**POTENTIALLY REQUIRED PERMITS**

The following permit may be required for implementation of the proposed project:

- South Coast Air Quality Management District (SCAQMD) permit for asbestos.

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## **1.0 PURPOSE AND NEED**

This section documents the purpose of and need for the proposed improvements to the Interstate 5 (I-5)/Magic Mountain Parkway (State Route [SR] 126 [SR-126]) interchange. The proposed project is located in northern Los Angeles County partially in the City of Santa Clarita and partially in an unincorporated area of Los Angeles County (Figure 1-1). Proposed improvements would involve upgrading the freeway interchange at Magic Mountain Parkway and I-5, and widening and realigning Magic Mountain Parkway from The Old Road west of I-5 to Fairway's Entrance east of I-5. The project also includes road restriping on Magic Mountain Parkway from Fairway's Entrance to McBean Parkway.

### **1.1 PURPOSE OF THE PROPOSED PROJECT**

The proposed project would reconstruct and reconfigure the existing I-5/Magic Mountain Parkway Interchange. This is intended to achieve the following objectives:

- Facilitate the efficient flow of goods and services through this area;
- Ensure continued mobility of the public at the state, regional, and local level;
- Improve traffic safety and existing deficiencies;
- Increase capacity and improve operation of current roadways;
- Alleviate existing and future congestion; and
- Conform to state, regional, and local plans and policies.

### **1.2 NEED FOR THE PROPOSED PROJECT**

The proposed project is necessary to meet the increasing traffic demand on the existing interchange resulting from current and projected development in the adjacent areas. The California Department of Transportation (Caltrans), City of Santa Clarita, and County of Los Angeles Department of Public Works consider the existing interchange inadequate for projected development and traffic.

#### **1.2.1 Local Circulation System**

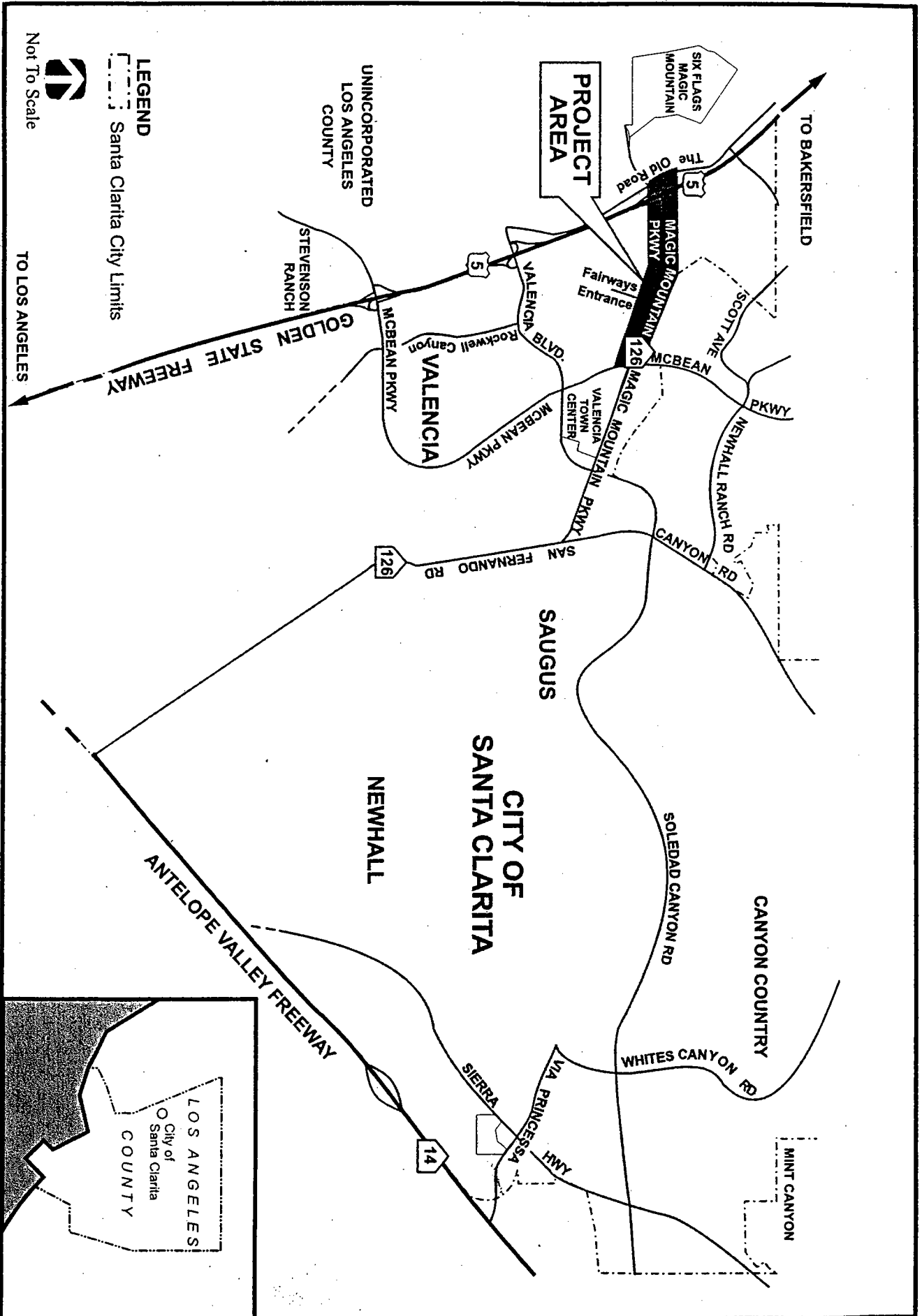
I-5 serves as a major interregional and intraregional commuting and shipping corridor from the United States northern border with Canada to the southern border with Mexico. Locally, I-5 serves as the primary arterial link providing service to the Los Angeles Metropolitan area on the south and the Central Valley-Bakersfield area on the north. East of I-5, Magic Mountain Parkway serves as an east-west link in the Santa Clarita Valley between I-5 and SR-14.

The existing local circulation system and average daily traffic (ADT) volumes in the vicinity of the interchange are presented in Figure 1-2. The existing traffic volume on I-5 is 115,000 ADT between Valencia Boulevard and Magic Mountain Parkway, and 89,000 ADT between Magic Mountain Parkway and Newhall Ranch Road. The ADT volumes shown on Figure 1-2 represent 1997 traffic counts on a 1997 highway network (Austin-Foust Associates, Inc. 1998a).



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Figure 1-1 Location Map of Proposed Project



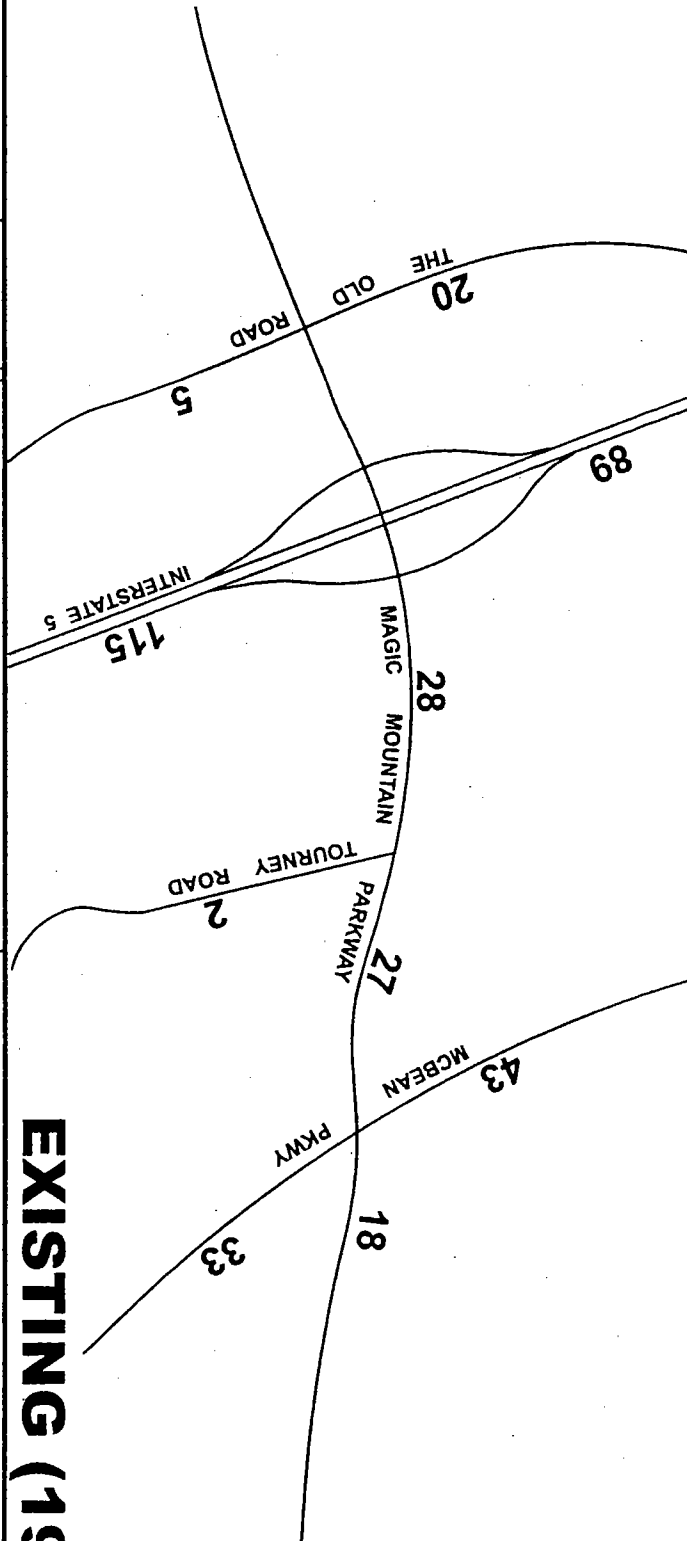
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Source: Austin - Foust Associates, Inc., 1998a

## EXISTING (1997)



## PROJECTED (2020)

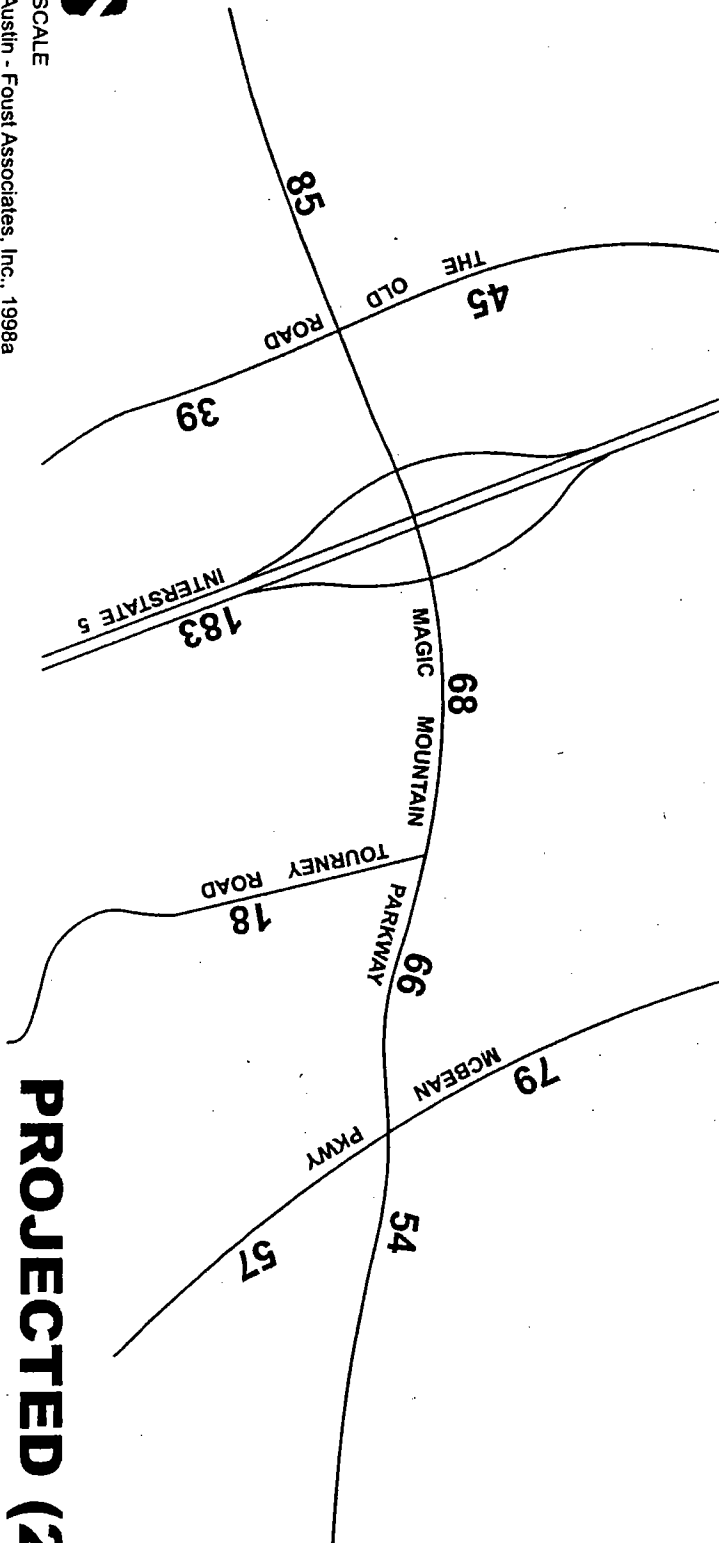


Figure 1-2 Existing and Projected Average Daily Traffic Volumes (000s)

Magic Mountain Parkway consists of a variable width cross-section from I-5 to McBean Parkway. In the City of Santa Clarita Circulation Element of the General Plan, Magic Mountain Parkway is designated as a major arterial from I-5 to McBean Parkway. In the 1997 modified General Plan, it includes eight lanes and provisions for bike lanes. Until recent improvements were made, it consisted of a two-lane highway in this area. Currently, it is a four-lane highway from the freeway to just east of Tourney Road at which point it narrows to a two-lane highway. At the intersection with McBean Parkway, the full eight-lane roadway width has been constructed, although it is currently striped for six lanes. Tapers exist to join these varying cross-sections along this reach.

The Old Road is a major north-south arterial route parallel to and west of I-5. Within the interchange area, the roadway consists of two lanes in each direction. Because of the grade differential between the northbound and southbound lanes south of Magic Mountain Parkway, median area ramps are provided to accommodate turning.

Currently, there are two long-range highway plans for the Santa Clarita Valley. The first is the Los Angeles County Master Plan of Highways, and the second is the recently adopted amendment to the City of Santa Clarita General Plan Circulation Element, which modified certain roadway classifications from the County's Master Plan. The differences between these plans, however, do not significantly affect the project area. It is anticipated that the City will coordinate with the County to incorporate the Circulation Element changes into the County Master Plan (Austin-Foust Associates, Inc. 1998a).

### **1.2.2 Existing Traffic Conditions**

The existing I-5/Magic Mountain Parkway interchange was constructed in the mid-1960s. The existing configuration is a tight diamond configuration. The interchange has become outdated as all the ramps are one lane at their merge/diverge points and the intersection spacing between the ramps and The Old Road does not provide adequate vehicle capacity for pass-through and turning or acceptable operational levels of service. In 1997, Caltrans constructed signal-phasing improvements to the eastbound and westbound left turn lanes of the ramps' intersections with Magic Mountain Parkway.

Peak hour volumes at the interchange are high, as are "event" volumes. The Six Flags Magic Mountain Park is located west of the interchange. High traffic volumes year-round on weekends and everyday during the summer are routinely controlled by the California Highway Patrol (CHP). Motorists are encouraged, through signage and CHP traffic control, to use alternate interchanges due to the inadequate capacity and resultant severe congestion at I-5/Magic Mountain Parkway interchange. The existing peak hour traffic volumes for the I-5/Magic Mountain Parkway freeway ramps and the Magic Mountain Parkway/The Old Road and Magic Mountain Parkway/Tourney Road intersections are shown on Figure 1-3. Austin-Foust Associates, Inc. analyzed these intersections for their peak hour volume-to-capacity ratios, termed Intersection Capacity Utilization (ICU). The ICU is an indicator of the Level of Service (LOS) or measure of traffic flow. LOS A indicates free-flowing conditions; LOS F indicates forced-flow conditions. Table 1-1 is a summary of existing traffic conditions at the intersections. The capacity of the interchange is projected to degrade to LOS F for all intersections by the year 2020 unless improvements to the interchange are made.

Caltrans prepared a Route Concept Report in 1991 (currently being updated) for the I-5 Freeway. In the vicinity of Magic Mountain Parkway, the freeway is currently at LOS C. According to the report, the LOS in 2010 will be D after freeway improvements.

### ***Safety Problems***

Increased use at the I-5/Magic Mountain Parkway interchange has contributed to higher than expected safety problems and accident rates. The accident data for the freeway ramps, Magic Mountain Parkway, and I-5 in the project area from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) and City of Santa Clarita accident reports were analyzed. The data indicate that the accident rates during the period from July 1, 1995, through June 30, 1998, for all freeway ramps, Magic Mountain Parkway, and northbound I-5 exceed the expected average; personal injury and fatality rates were generally higher than statewide average rates (Caltrans 1999b). Safety benefits of the proposed project include improvements to existing deficiencies, reduction to existing and future congestion, and anticipated reduction in accident rates.

#### **1.2.3 Future Traffic Conditions**

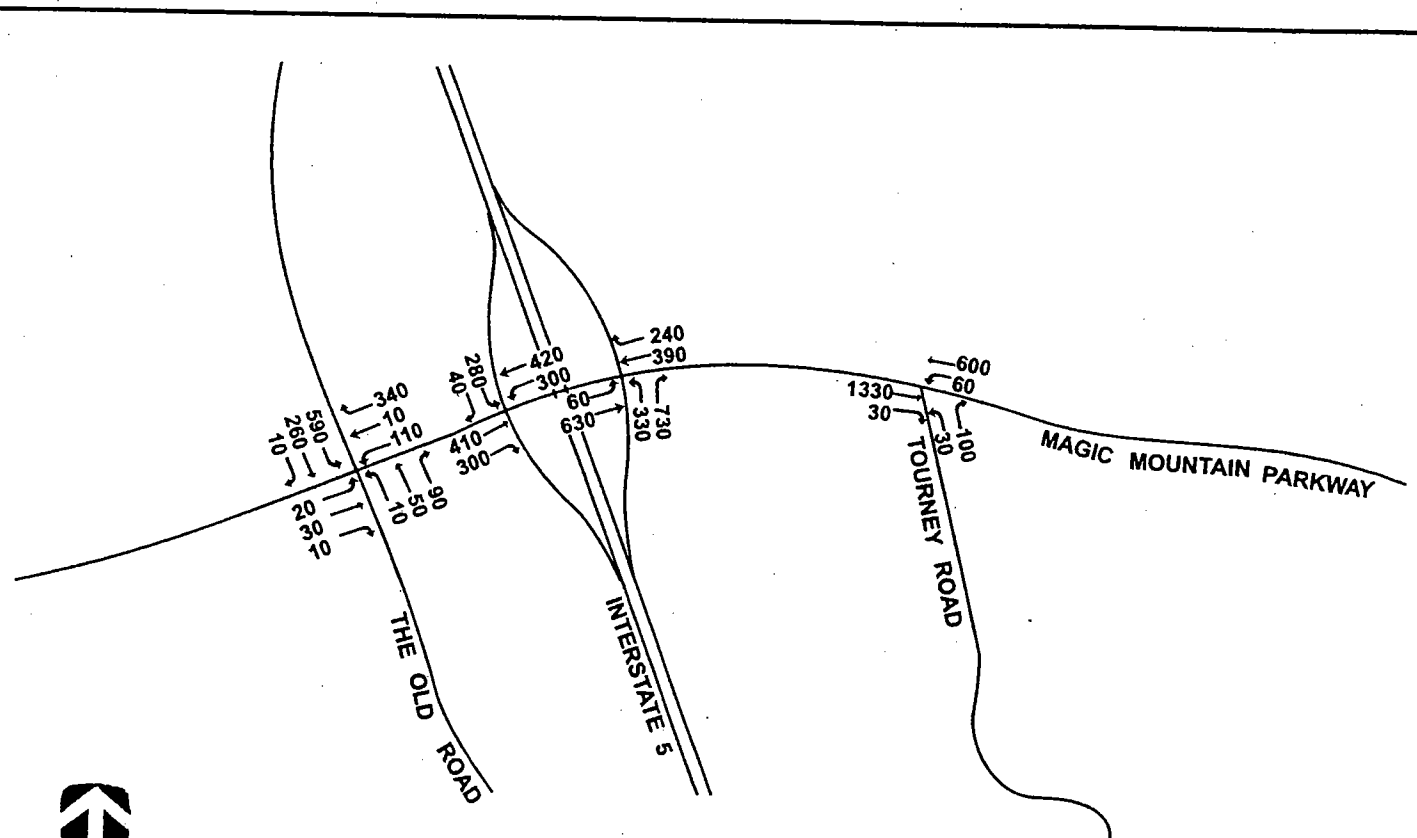
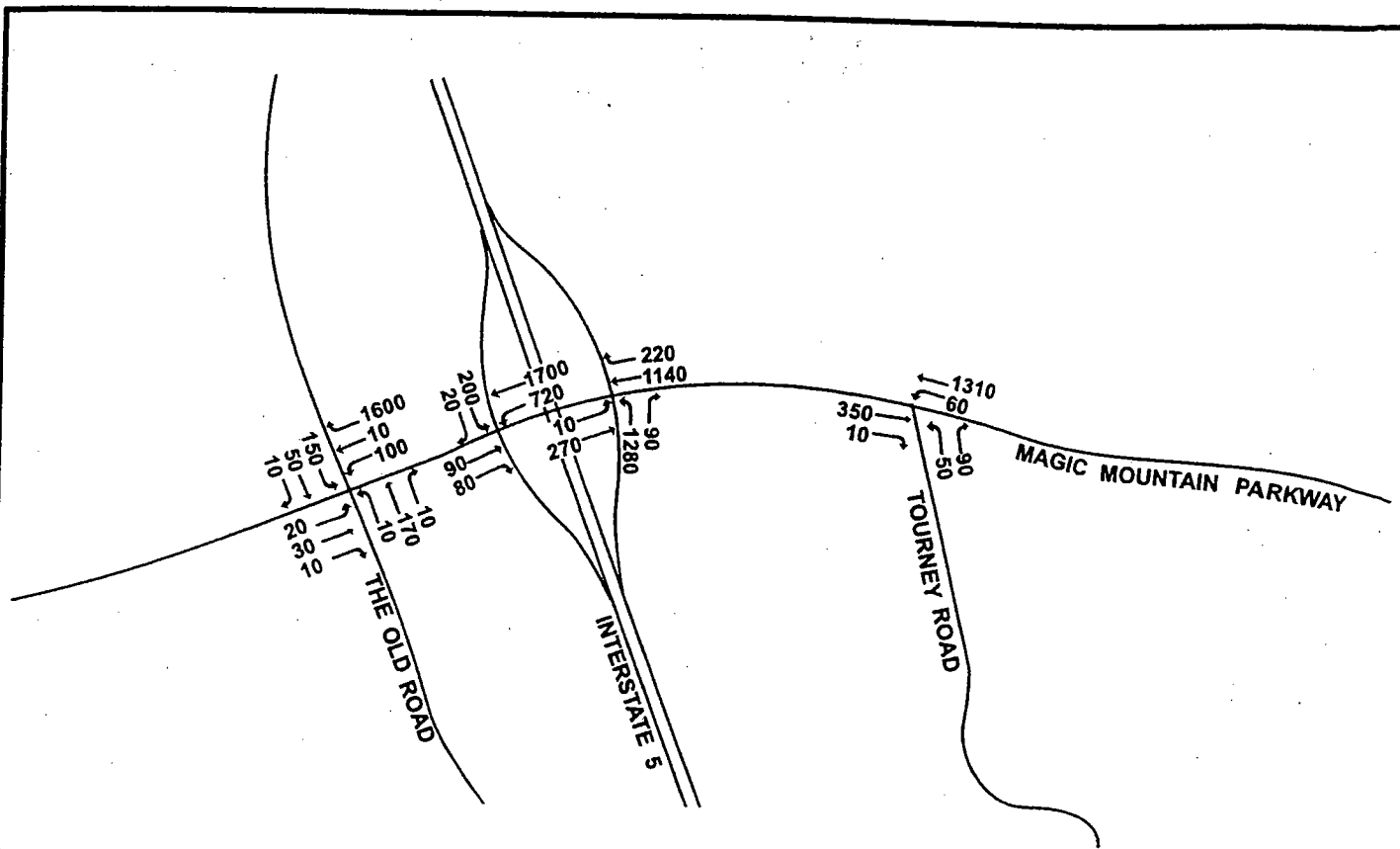
The Santa Clarita Valley area has experienced rapid growth since the 1980s. The City of Santa Clarita was incorporated in 1987 to include the local communities of Newhall, Saugus, Canyon Country, and Valencia. Within the planning area for the City of Santa Clarita, which includes some areas of unincorporated Los Angeles County, extensive commercial, industrial, and residential development is planned for the next 20 years. Development activity in the project area and the surrounding areas will increase traffic demand on the I-5/Magic Mountain Parkway interchange.

Table 1-2 provides a summary of current (1995) and projected (2020) land uses and associated trip generation. This includes buildout of most of the Santa Clarita Valley. The Newhall Ranch development, which is located a few miles west of the Magic Mountain Parkway interchange, would add another 380,000 vehicles per day. These and other land use changes will alter the travel patterns in the Santa Clarita Valley over time, resulting in changes in the local travel patterns (Austin-Foust 1998a).

Projected lane configurations and year 2020 morning (a.m.) peak hour and evening (p.m.) peak hour volumes on the I-5/Magic Mountain Parkway interchange and the Magic Mountain Parkway/The Old Road and Magic Mountain Parkway/Tourney Road intersections are discussed in Chapter 2. Projected ADT in the project area is shown on Figure 1-2. The 2020 traffic projections anticipate the planned build-out of the Santa Clarita Valley, as discussed above. This build-out will also provide new access to the I-5 at points north of the Magic Mountain Parkway interchange. This would coincide with the completion of the local road system such as Copperhill Drive-Rye Canyon Road and Newhall Ranch Road-Henry Mayo Drive.

LOS D is anticipated on I-5 in 2015, which may require improvements to the freeway. These improvements could include ramp metering, high occupancy vehicle (HOV) lanes, and truck lanes.

The existing interchange and highway segment currently experience congestion and poor operations which is expected to worsen without improvements with the forecast increased traffic volumes. The poor operations result as a combination of high volumes, lack of capacity, and poor geometrics. The traffic-forecast data were derived from the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). This traffic-forecasting model was developed jointly by the County of Los Angeles and the City of Santa Clarita. The existing interchange and highway were evaluated along with the three potential build alternatives for post-2020 design hourly volumes (DHV) and average daily traffic (ADT).



NOT TO SCALE

Source: Austin - Foust Associates, Inc., 1998b

Figure 1-3 Existing Peak Hour Traffic Volumes

**Table 1-1**  
**Existing Intersection Capacity Utilization Summary**

<b>Intersection<sup>1</sup></b>	<b>AM</b>	<b>PM</b>
The Old Road/Magic Mtn Pkwy	0.37(A)	0.45(A)
I-5 SB Ramps/Magic Mtn Pkwy	0.73(C)	0.58(A)
I-5 NB Ramps/Magic Mtn Pkwy	0.94(E)	0.74(C)
Tourney Rd/Magic Mtn Pkwy	0.56(A)	0.62(B)

Notes: 1 - Intersection Capacity Utilization is calculated on the basis of signalized intersection operation.

2 - Level of Service descriptions:

<b>Level of Service</b>	<b>Definition</b>	<b>Volume-to-Capacity (V/C) Ratio</b>
A	Low volumes; primarily free-flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00-0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.	>0.60-0.70
C	Stable operation; however, the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signed coordination or longer queues cause delays.	>0.70-0.80
D	Approaching unstable traffic flow, where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and in their selection of travel speeds. Comfort and convenience are low but tolerable.	>0.80-0.90
E	Operations characterized by significant approach delays and average speeds of one-half to one-third the free-flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of the delays.	>0.90-1.00
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.	>1.00

Source: Austin-Foust Associates, Inc. 1998b.



**Table 1-2**  
**Land Use and Trip Generation Summary**  
**(excluding Newhall Ranch)**

Land Use	Units	Base Year		Long Range Cumulative		Difference	
		Amount	ADT	Amount	ADT	Amount	ADT
Single family (1-5 du/ac)	DU	1,582.00	15,664	5,885.00	58,260	4,303.00	42,596
Single family (6-10 du/ac)	DU	-	-	1,672.00	16,553	1,672.00	16,553
Multi-family	DU	-	-	9,179.00	63,337	9,179.00	63,337
Comm ctr (>30 ac)	TSF	1,526.15	61,138	4,995.02	200,103	3,468.87	138,965
Comm ctr (10-30 ac)	TSF	43.38	2,345	1,594.57	86,204	1,551.19	83,859
Comm ctr (<10 ac)	TSF	5.00	425	62.00	5,273	57.00	4,848
Commercial shops	TSF	105.63	3,915	110.63	4,100	5.00	185
Hotel	TSF	18.60	342	118.60	2,180	100.00	1,838
Elem/Jr. high school	STA	-	-	350.00	4,690	350.00	4,690
High school	STA	100.00	1,680	191.00	3,209	91.00	1,529
College	STA	520.00	8,944	520.00	8,944	0.00	0
Hospital	TSF	4.68	79	62.68	1,053	58.00	974
Library	TSF	164.66	13,992	164.66	13,993	0.00	1
Church	TSF	40.98	381	40.98	381	0.00	0
Industrial park	TSF	5,689.63	38,689	23,200.06	157,761	17,510.43	119,072
Business park	TSF	3,519.00	35,894	3,519.00	35,894	0.00	0
Commercial office	TSF	480.87	5,560	5,852.44	67,655	5,371.57	62,095
Golf course	AC	-	-	408.00	3,248	408.00	3,248
Developed park	AC	7.20	19	35.20	92	28.00	73
Special generator	SG	16,600.00	16,600	24,600.00	24,600	8,000.00	8,000
<b>Sub-Total</b>			<b>205,667</b>		<b>757,530</b>		<b>551,863</b>

Notes: Generally represents 1995 land use.

AC - acre.

ADT - average daily traffic.

DU - dwelling unit.

STA - student-teacher average.

TSF - thousand square feet.

Source: Austin-Foust Associates, Inc. 1998a.

All intersections will achieve LOS D or better with the proposed alternatives except for The Old Road/Magic Mountain Parkway intersection, which is forecast to operate at LOS E with Alternative 1.

### 1.3 SCOPE OF ENVIRONMENTAL ANALYSIS

#### 1.3.1 History of the Planning Process

Proposed improvements to the interchange have been in process since 1998. Based on the 2020 traffic projections for the area and geometric deficiencies in the existing interchange, Caltrans developed a Project Study Report and examined four alternatives in detail, including a No-Action Alternative. Alternatives considered during the planning process but eliminated include a roundabout configuration and an urban interchange or single point diamond. These alternatives are described in detail in Section 2.3.

### 1.3.2 Related Environmental Documents

In addition to the I-5/ Magic Mountain Parkway Interchange project, several other roadway improvements have been proposed in the area; Section 2.4, Related Future Roadway Projects, lists these projects. For several of these projects, the environmental documents have been or are currently being prepared. The construction of this project is being coordinated with the construction of the Caltrans I-5/Santa Clara Bridge Replacement project.

A Final Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) was prepared in August 1998 for the 404 Permit and 1603 Streambed Alteration Agreement for Portions of the Santa Clara River and its Tributaries in Los Angeles County (U.S. Army Corps of Engineers [ACOE], California Department of Fish and Game [CDFG] 1998). This document analyzes the impacts of various flood control improvements, drainage facilities, and new and/or widened bridges associated with development of lands adjacent to the Santa Clara River and its tributaries for the next 15 years. It also analyzes the issuance of permits in association with the proposed projects.

The Revised Mitigation Measures (ACOE, CDFG 1998) to the EIS/EIR were prepared in November 1998 to provide greater environmental protection and/or ensure more effective implementation and monitoring of mitigation measures.

A Draft Project Report (DPR) was prepared for the I-5/Magic Mountain Parkway Interchange improvement project in 1999 by Caltrans.

In 1998, Tetra Tech, Inc. (Tetra Tech) conducted an Initial Site Assessment (ISA) to identify current and past hazardous material and chemical use in the project area (Tetra Tech 1999a). A summary of the findings is described in the Hazardous Materials Section 4.3 of this document.

## 1.4 APPLICABLE REGULATORY REQUIREMENTS AND REQUIRED COORDINATION

This section outlines the federal, state, and local regulations, which must be complied with during implementation of the proposed project.

### 1.4.1 The California Environmental Quality Act and National Environmental Policy Act

The California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code [PRC] Section 21000 *et seq.*), requires comprehensive environmental review of major projects from state agencies, along with the use of this review in the decision-making process. The National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] 4321 *et seq.*) is the federal counterpart to CEQA in that it requires federal agencies to analyze potential environmental impacts of major federal actions.

The proposed interchange improvements are subject to review under both CEQA and NEPA. In addition, the following guidelines were used in preparing this document: the State Guidelines for Implementation of CEQA (CEQA Guidelines), as amended (California Administrative Code Section 15000 *et seq.*), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508), the Caltrans Environmental Handbook (1995), and the Federal Highway Administration (FHWA) Technical Advisory on Guidance for Preparing and Processing Environmental and Section 4(f) Documents (J6640.8A 1987). The project proponent is Los Angeles County. The Lead Agency for CEQA compliance is Caltrans; the Lead Agency for NEPA compliance is the FHWA.

Under CEQA/NEPA, an Initial Study/Environmental Assessment (IS/EA) is an analysis of a proposed action to determine whether an EIR/EIS needs to be prepared. If the analysis indicates that the project would result in significant impacts, an EIR/EIS will be prepared.

If the analysis indicates that the proposed action will not have a significant adverse impact, the IS/EA will be attached to a Negative Declaration (ND)/Finding of No Significant Impact (FONSI). An ND is the document prepared under CEQA that explains why a project will not have a significant impact on the environment. A FONSI is the equivalent NEPA document. This environmental document updates the unapproved IS/EA prepared for this project in 1996 by Sikand Engineering Associates, Inc.

## **1.4.2 Other Regulatory Requirements**

### **1.4.2.1 Federal Regulations**

The proposed project must comply with the following federal regulations and environmental requirements:

- The Clean Air Act (CAA) states that all applicable state and national ambient air quality standards must be maintained during the operation of any emission source, including construction projects.
- The Clean Water Act (CWA) prohibits the discharge of pollutants from a point source into navigable waters of the United States, except in compliance with a National Pollutant Discharge Elimination System (NPDES) permit.
- The Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (RCRA) and Hazardous Solid Waste Amendments of 1984, regulates the treatment, storage, and disposal of solid waste (both hazardous and nonhazardous).
- The Superfund Amendments and Reauthorization Act (SARA), Title III (also known as the Emergency Planning and Community Right-to-Know Act [EPCRA]) establishes standards for community right-to-know programs and requires the reporting of releases of certain toxic chemicals.
- The National Historic Preservation Act (NHPA) is the key federal law establishing the foundation and framework for historic preservation in the United States.
- The Endangered Species Act (ESA) requires that federal agencies, in consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS), use their authorities in furtherance of its purposes by carrying out programs for the conservation of endangered or threatened species.
- The Migratory Bird Treaty Act declares that all migratory birds and their parts (including nests, eggs, and feathers) are protected.

### **1.4.2.2 State Regulations**

In addition to CEQA, the proposed project must comply with the following state regulations:

- The California Clean Air Act (CCAA) develops and implements a program to attain the California Ambient Quality Standards (CAAQS) for ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur oxide (SO<sub>2</sub>), particulate matter (PM<sub>10</sub>), lead (Pb), hydrogen sulfide (H<sub>2</sub>S), and vinyl chloride.
- California Fish and Game Code provides for wildlife protection in the state of California.

#### **1.4.2.3 Required Permits and Coordination**

The following federal, state, and local permits would be required for the implementation of the proposed project:

- The Valencia Company will apply for an amendment to the existing Section 404, 401, and 1603 permits for the proposed project.
- Oak tree permits from Los Angeles County and City of Santa Clarita.

#### **1.4.2.4 Potentially Required Permits**

The following permit may be required for implementation of the proposed project:

- SCAQMD permit for asbestos.

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## **2.0 THE PROPOSED ACTION AND ALTERNATIVES CONSIDERED**

### **2.1 PROJECT DESCRIPTION AND LOCATION**

#### **2.1.1 Project Area and Existing Interchange**

The project area includes the I-5/Magic Mountain Parkway interchange and associated improvements, which encompass the area from the Santa Clara River Bridge on the north, to a point approximately 1,100 meters (3,608 feet) south along I-5. The western project boundary includes The Old Road, somewhat west of its intersection with Magic Mountain Parkway (depending on the alternative). The eastern project boundaries encompass Magic Mountain Parkway to Fairway's Entrance (for realignment and road improvements), and to McBean Parkway (for road restriping only). Figure 2-1 shows the project area and existing roadway configurations.

The existing interchange, constructed in the mid-1960s, is a tight diamond configuration, with Magic Mountain Parkway crossing under I-5. The tight diamond configuration does not provide adequate spacing between the intersections in the interchange. In addition, all the ramps are one lane at their merge/diverge points. Both of these features significantly limit the vehicle capacity of the interchange.

A discussion of the existing roadways and local circulation system is provided in Section 1.0.

#### **2.1.2 Project Phasing**

The proposed interchange improvements have been broken down into three phases, which would be constructed over a period of 5 years.

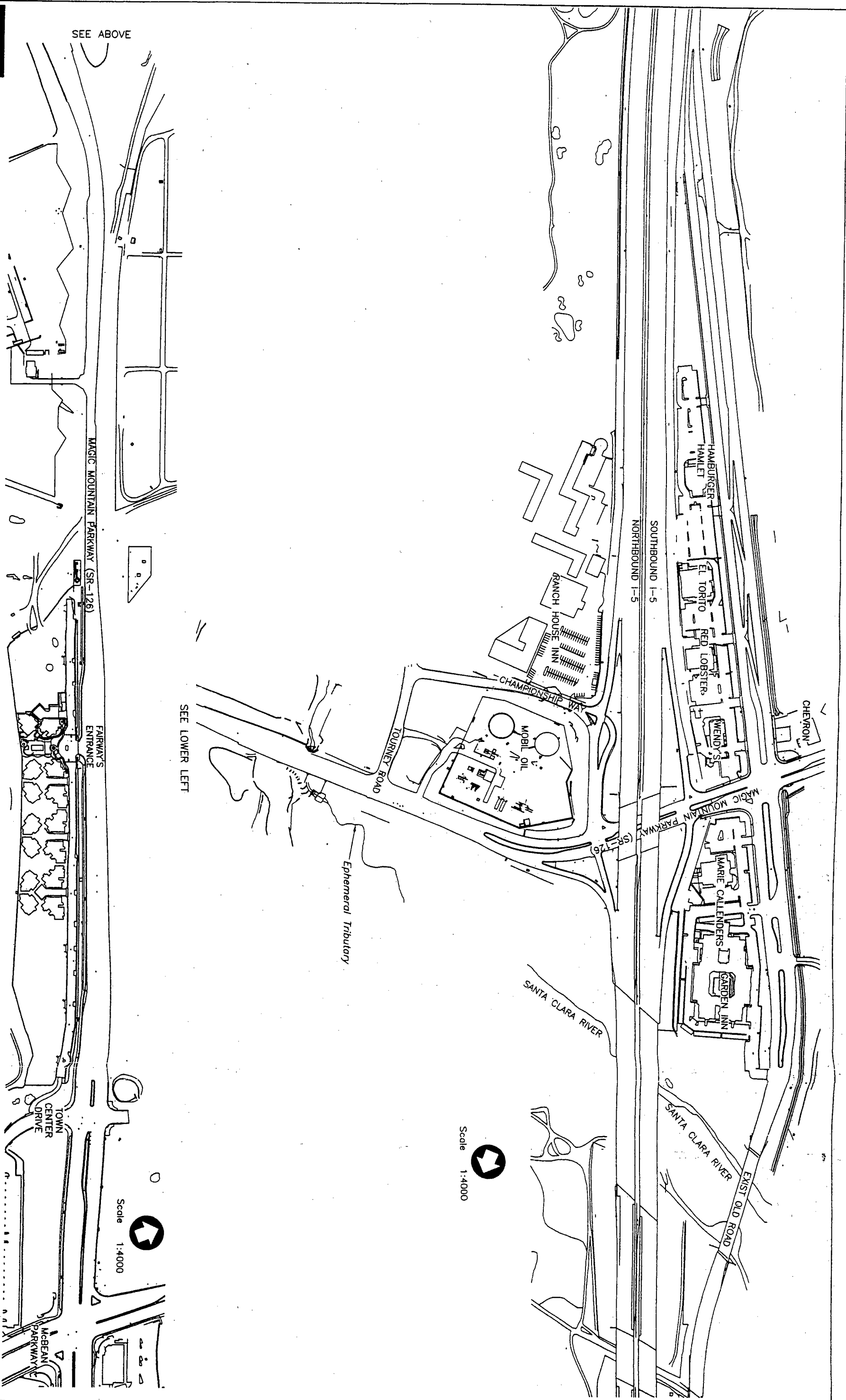
##### **2.1.2.1 Phase 1 – Reconstruct Separation**

The first phase would consist of reconstructing the I-5/Magic Mountain Parkway separation and the auxiliary lane for the northbound off-ramp. Reconstruction of the separation would require minor roadway modifications on Magic Mountain Parkway to attain minimum vertical clearance at the separation. This phase would be coordinated with the proposed Santa Clara River Bridge reconstruction project, currently being undertaken by Caltrans and described in more detail in Section 2.5. This phase is estimated to take 18 to 24 months to complete and would be completed in April 2003.

##### **2.1.2.2 Phase 2 – Reconstruct Interchange**

The second phase would be widening the ramps, realignment of The Old Road to increase intersection spacing, and widening the Magic Mountain Parkway from The Old Road to the northbound ramps. Most of the differences between the build alternatives are differences in the interchange configurations and the associated infrastructure. This phase is estimated to take 18 months and would be completed in June 2005.

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Scale 1:4000

Scale 1:4000



FOR REDUCED PLANS  
ORIGINAL SCALE IS IN mm

0 10 20 30 40 50 60 70 80

**IWA ENGINEERS**  
600 The City Parkway West, Suite 300  
Orange, CA 92668  
(714) 456-0166 Fax (714) 456-0161

**FIGURE 2-1**  
**I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE**  
**EXISTING ROADWAY CONFIGURATIONS**



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### **2.1.2.3 Phase 3 – Realign and Widen Magic Mountain Parkway**

The third phase would be realignment and widening of Magic Mountain Parkway east of I-5 from the northbound ramps to Fairway's Entrance. Magic Mountain Parkway would be realigned to improve design speed. The roadway would be widened to eight lanes from the interchange to Fairway's Entrance. The roadway between the Fairway's Entrance and McBean Parkway would be restriped from six lanes to eight lanes (this segment is being widened as part of another project, described in Section 2.5). This phase is estimated to take 6 months and would be completed in June 2006.

## **2.2 DESCRIPTION OF ALTERNATIVES**

For all build alternatives, a brief description is provided, as well as specifics regarding the following project components: the Old Road realignment (or reconfiguration), interchange improvements, Magic Mountain Parkway realignment and widening, utilities relocation, right-of-way requirements, and future traffic conditions after construction. The proposed Santa Clara River Bridge Reconstruction Project by Caltrans is noted where applicable. In some cases, the project components are the same for more than one alternative.

### **2.2.1 Alternative 1 – No-Build Alternative**

With the No-Build Alternative, the interchange and associated improvements would not be constructed. Currently, the interchange is congested, operates poorly, and has higher than expected accident rates. If projected traffic is superimposed on the existing interchange, existing operational deficiencies would be compounded and congestion, with associated delays, would be further increased, thereby potentially increasing accident rates.

The No-Build Alternative would not result in adverse environmental impacts from construction. However, the No-Build Alternative would not meet the project purpose and need, as discussed in Sections 1.1 and 1.2, for the following reasons:

- It would not accommodate local circulation and access needs or alleviate congestion and capacity deficiencies;
- It would not be consistent with local and regional planning;
- It would not accommodate forecasted traffic volumes, which would result in increases in traffic congestion and delay as buildout occurs in the area; and
- It would not facilitate the efficient flow of goods and services through the area.

### **2.2.2 Alternative 2 – Improvements with Southbound Hook Ramp and Northbound Diamond (Direct) Ramp Interchange**

#### **2.2.2.1 Project Description**

With Alternative 2, southbound hook ramps and northbound direct ramps would be reconstructed. The Old Road would be realigned to the west and widened, and Magic Mountain Parkway would be realigned and widened (Figure 2-2). All existing ramps would be removed and reconstructed.

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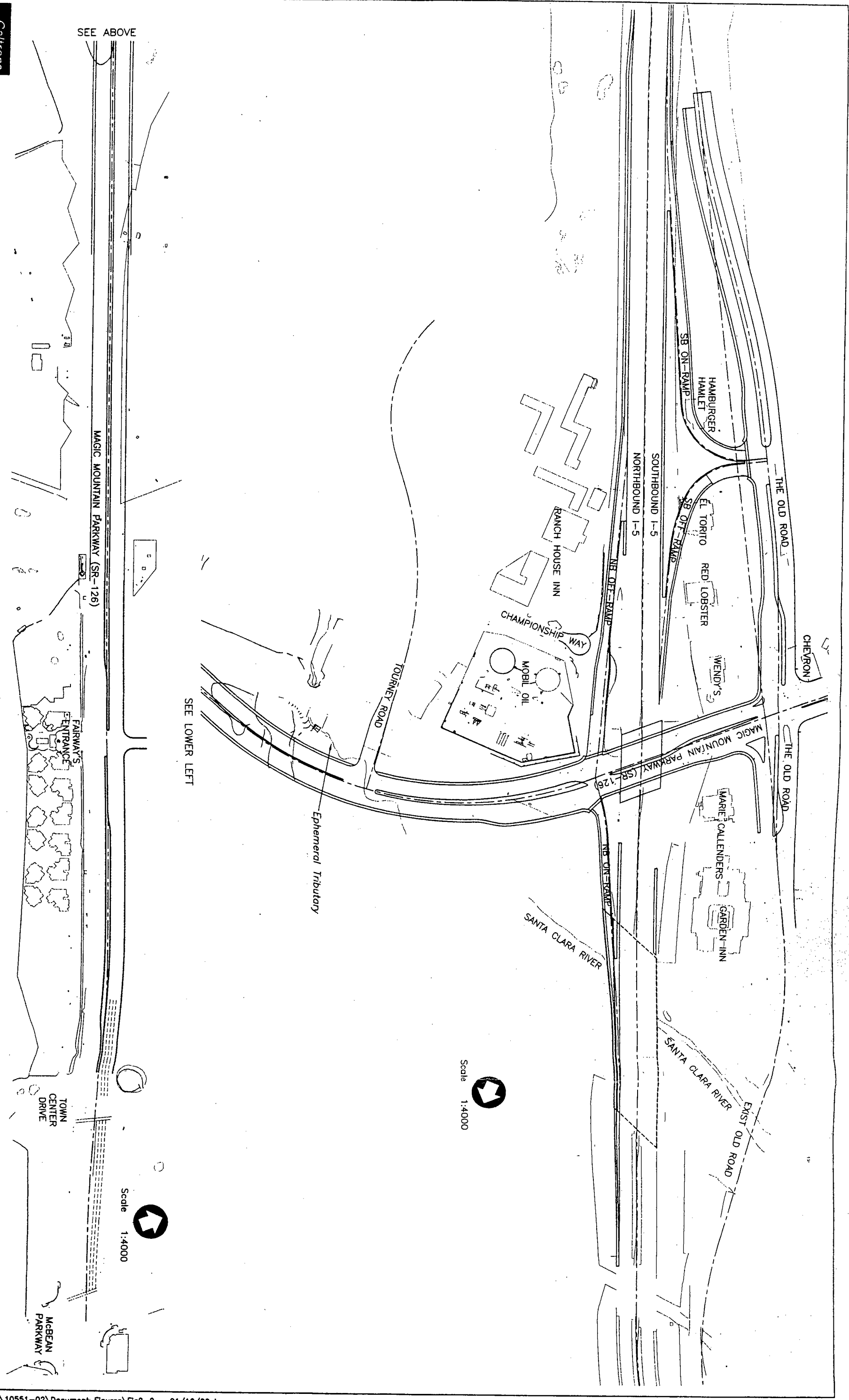
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FIGURE 2-2  
I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE  
AND RELATED IMPROVEMENTS  
CONCEPTUAL PLAN  
ALTERNATIVE 2



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### 2.2.2.2 The Old Road Realignment

Within the project area, The Old Road consists of two lanes in each direction. Because of the grade differential between the northbound and southbound lanes south of Magic Mountain Parkway, median area ramps are provided to accommodate turning. With this alternative, the median ramps would be eliminated and The Old Road would be realigned approximately 20 meters (66 feet) to the west to provide space for the ramp configuration and provide more storage capacity for the ramps. The Old Road would be widened to provide three lanes with provisions for right and dual left turn lanes for the southbound lanes at Magic Mountain Parkway, and three lanes with provisions for a free right and dual left turns for the northbound lanes.

### 2.2.2.3 Interchange Improvements

The southbound I-5 off-ramp would be a single lane at the freeway, reconstructed to three lanes at its terminus at The Old Road. The southbound on-ramp would be three lanes at the intersection with The Old Road merging to a single lane at the freeway entrance. The ramps' intersection would be approximately 300 meters (990 feet) south of Magic Mountain Parkway.

The northbound off-ramp would be two lanes at the diverge, reconstructed to four lanes at the terminus with Magic Mountain Parkway.

Preceding this off-ramp, a 400-meter (1,312-foot) auxiliary lane would be constructed. The existing access to the Ranch House Inn off the northbound off-ramp would be eliminated as the new profile of the ramp would be lower and the connection could not be re-established without significant area modifications. The northbound on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance. A third HOV bypass lane was considered for the northbound on-ramp but is not provided as the future HOV lanes on the I-5 would end at the I-5/Magic Mountain Parkway interchange. The mainline HOV lanes would not provide an ingress and egress area from Magic Mountain Parkway to its terminus at The Old Road. All four ramps were designed considering the ultimate freeway widening and Santa Clara River Bridge reconstruction approved by Caltrans.

### 2.2.2.4 Magic Mountain Parkway Realignment and Widening

This alternative would include the realignment of Magic Mountain Parkway and reconstruction of the planned future eight-lane section from I-5 to McBean Parkway. The future typical section would include a raised curbed median and curbed edges with gutter and sidewalk. Right shoulders would be provided, which would be used as a bikeway. The existing horizontal alignment near Tourney Road has a short radius curve providing approximately a 60 kilometer per hour (km/hr) (37 mile per hour [mph]) design speed. This alternative would realign this segment of the roadway with a 412-meter (1,352-foot) radius curve such that a minimum 100-km/hr (62 mph) design speed would be attained.

The existing vertical clearance at the I-5/Magic Mountain Parkway separation is 4.6 meters (15 feet, 1 inch). Each alternative requires the reconstruction of the Magic Mountain Parkway separation. The new structure would accommodate the future widening of the I-5 crossing over Magic Mountain Parkway (one HOV plus one truck lane plus four mixed-flow lanes) and standard vertical clearance (4.6 meters [15 feet]) for the separation. To provide standard vertical clearance for the new bridge deck thickness, Magic Mountain Parkway would be lowered to accommodate the clearance and bridge deck reconstruction.

Under this alternative, Magic Mountain Parkway would be widened to provide four lanes in each direction with provisions for dual left turn lanes at The Old Road and northbound I-5 on-ramp. Dual right

turns would be provided eastbound at The Old Road and westbound at the northbound I-5 on-ramp. A free right turn would be provided westbound at The Old Road.

#### **2.2.2.5 Utilities Relocation**

Existing utilities would need to be relocated as part of this alternative. These include: two high pressure gas mains, six oil lines, a sewer main, a sewer force main, a water main, and typical cable and television (CATV) and telephone underground conduit.

#### **2.2.2.6 Right-of-Way Requirements**

A number of businesses in the area would be affected by this alternative. Full takes (requiring relocation) would be likely for the El Torito and Hamburger Hamlet restaurants and the Chevron gas station. A Relocation Impact Report (Tetra Tech 1999d) has been prepared for these businesses and is available for review under separate cover. Partial takes (requiring minor modifications to sidewalks, landscaping, and parking) would be likely for the Marie Callendar's and Wendy's restaurants, the river area, Southern California Edison, the Ranch House Inn, and Valencia Company land along The Old Road and Magic Mountain Parkway.

The majority of right-of-way would be acquired from the Valencia Company, with most parcels consisting of undeveloped land. Portions of these parcels are being used as a Caltrans maintenance easement for access to the Santa Clara River Bridge. This easement would be kept for continued access.

#### **2.2.2.7 Future Traffic Conditions**

Existing morning (a.m.) and evening (p.m.) peak hour traffic volumes on the I-5/Magic Mountain Parkway interchange and nearby intersections are shown on Figure 1-3. Projected year 2020 and existing ADT volumes in the project area are shown on Figure 1-2 in Chapter 1. The 2020 traffic projections include the planned build-out of the Santa Clarita Valley.

Table 2-1 is a summary of projected traffic conditions (year 2020) at the following intersections: northbound freeway ramps/Magic Mountain Parkway, The Old Road/Magic Mountain Parkway, Tourney Road/Magic Mountain Parkway, and The Old Road/I-5 southbound ramps. All intersections are forecast to operate at LOS D or E under the proposed intersection geometrics. While LOS A represents the most desirable operational state for a roadway segment or intersection, LOS C is considered a benchmark for planning purposes. However, in heavily urbanized areas, LOS D is an accepted condition for peak hours of vehicular travel (City of Santa Clarita 1991). Therefore, the proposed improvements associated with this alternative are not consistent with the requirements of the City of Santa Clarita General Plan.

**Table 2-1**  
**Intersection Capacity Utilization Summary**  
**Year 2020 Traffic Conditions**

Intersection	Alternative 2		Alternative 3		Alternative 4	
	AM	PM	AM	PM	AM	PM
The Old Road/ Magic Mtn Pkwy	0.96 (E)	1.00 (E)	0.93 (E)	0.93 (E)	0.78 (C)	0.90 (D)
I-5 Southbound Ramps/Magic Mtn Pkwy	NA	NA	0.46 (A)	0.46 (A)	0.84 (D)	0.85 (D)
I-5 Northbound Ramps/Magic Mtn Pkwy	0.88 (D)	0.85 (D)	0.64 (B)	0.62 (B)	0.88 (D)	0.85 (D)
Tourney/Magic Mtn Pkwy	0.80 (D)	0.89 (D)	0.80 (C)	0.89 (D)	0.80 (C)	0.89 (D)
The Old Road/I-5 Southbound Ramps	0.91 (E)	0.86 (D)	0.85 (D)	0.73 (C)	NA	NA

Note: NA = not applicable.

Source: Justin-Foust Associates, Inc. 1998b.

## **2.2.3 Alternative 3 – Improvements with Partial Cloverleaf Interchange**

### **2.2.3.1 Project Description**

Under Alternative 3, a partial cloverleaf configuration with loop off-ramps (single lane) in both directions to Magic Mountain Parkway would be constructed. The Old Road would be widened, and Magic Mountain Parkway would be realigned and widened (Figure 2-3).

### **2.2.3.2 The Old Road Reconfiguration**

The Old Road would be widened to three lanes with provisions for right and dual left turns from both the southbound and northbound lanes onto Magic Mountain Parkway.

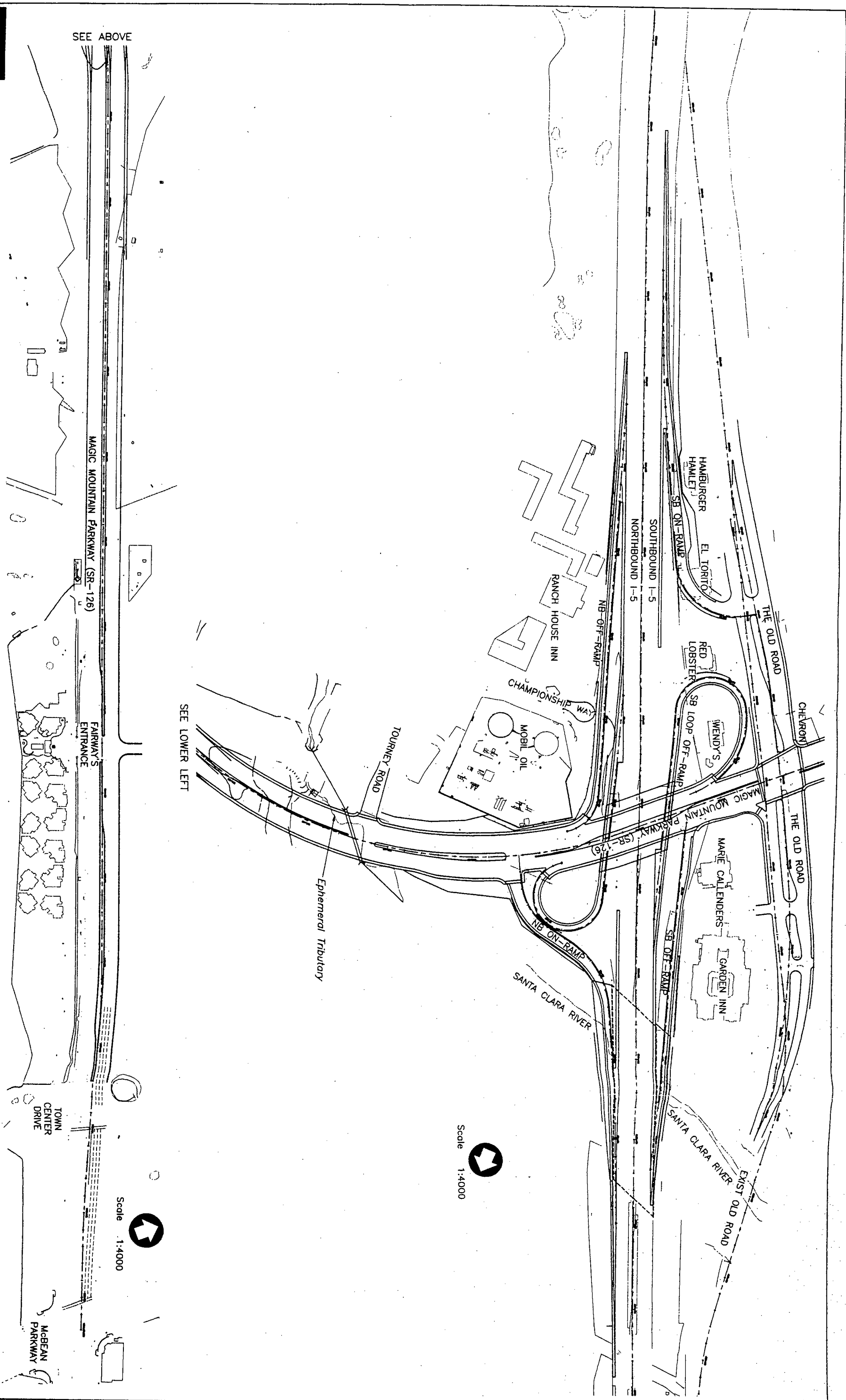
### **2.2.3.3 Interchange Improvements**

Alternative 3 proposes a partial cloverleaf configuration with loop off-ramps from I-5 (single lane) in both directions to Magic Mountain Parkway. The existing southbound off-ramp would be reconstructed to join the new Magic Mountain Parkway profile and join I-5 to accommodate the future cross-section approved by Caltrans. This off-ramp would serve only westbound traffic. A southbound loop off-ramp from I-5 would be constructed to serve eastbound Magic Mountain Parkway. The southbound on-ramp would be constructed as a hook on-ramp with an intersection 200 meters (656 feet) south of Magic Mountain Parkway, accessing it via The Old Road. The new southbound on-ramp would be three lanes at The Old Road merging to a single lane at the freeway entrance.

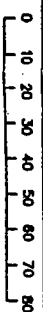
The existing northbound off-ramp would be replaced with a single-lane off-ramp directing traffic to eastbound Magic Mountain Parkway. A single-lane, loop off-ramp would be constructed to serve westbound Magic Mountain Parkway. Similar to Alternative 2, the existing access to the Ranch House Inn off of the northbound off-ramp would be eliminated as the new profile of the ramp would be lower and the connection could not be re-established without significant area modifications. The northbound on-ramp would be reconstructed around the northbound loop off-ramp and provide three lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance.



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FIGURE 2-3  
I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE  
AND RELATED IMPROVEMENTS  
CONCEPTUAL PLAN  
ALTERNATIVE 3

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Both on-ramps would be laid out to ramp meter standards. All six ramps have been laid out considering the planned future freeway widening and Santa Clara River Bridge reconstruction approved by Caltrans.

#### **2.2.3.4 Magic Mountain Parkway Realignment and Widening**

As with Alternative 2, the realignment of Magic Mountain Parkway includes reconstructing the planned future eight-lane section from I-5 to McBean Parkway. The features of the realignment would be essentially the same as described for Alternative 2, with differences described below.

This alternative would realign this segment of the roadway with a 500-meter (1,640-foot) radius curve such that a minimum 100-km/hr (62 mph) design speed would be attained.

In the westbound direction, Magic Mountain Parkway would be three lanes with a dual right turn at the northbound on-ramp. The fourth lane would be picked up in the westbound direction once the northbound loop off-ramp merges with Magic Mountain Parkway. At The Old Road, westbound Magic Mountain Parkway provides four lanes with dual left turn lanes and a free right turn lane. In the eastbound direction, Magic Mountain Parkway would be three lanes at The Old Road with dual left and dual right turn lanes. The fourth lane would be picked up in the eastbound direction once the southbound loop off-ramp merges with Magic Mountain Parkway. A fifth lane would be picked up with the merging of the northbound off-ramp; the eastbound lanes would merge back to four lanes at Tourney Road.

#### **2.2.3.5 Utilities Relocation**

Existing utilities would need to be relocated as part of this alternative and would be the same as for Alternative 2.

#### **2.2.3.6 Right-of-Way Requirements**

A number of businesses in the area would be affected by this alternative. Full takes (requiring relocation) would be likely for the El Torito and Wendy's restaurants and the Chevron gas station. A Relocation Impact Report (Tetra Tech 1999d) has been prepared for these businesses and is available for review under separate cover. A large "Six Flags" theme park sign would also need to be relocated. Partial takes (requiring minor modifications to sidewalks, landscaping, and parking) would be likely for the Marie Callendar's, Hamburger Hamlet, and Red Lobster restaurants, the river area, Southern California Edison, the Ranch House Inn, and Valencia Company land along The Old Road and Magic Mountain Parkway.

The majority of right-of-way would be acquired from the Valencia Company, with most parcels consisting of undeveloped land. Portions of these parcels are currently being used as a Caltrans maintenance easement for access to the Santa Clara River Bridge. This easement would be kept for continued access.

#### **2.2.3.7 Future Traffic Conditions**

Projected year 2020 ADT volumes on the I-5/Magic Mountain Parkway interchange are shown on Figure 1-3. Table 2-1 is a summary of projected traffic conditions (year 2020) at the following intersections: freeway ramps/Magic Mountain Parkway, The Old Road/Magic Mountain Parkway, Tourney Road/Magic Mountain Parkway, and The Old Road/I-5 southbound ramps. All intersections are forecast to operate at a LOS E or better under the proposed intersection geometrics. For the reasons identified in Section 2.2.1, the proposed improvements associated with this alternative are not consistent with the requirements of the City of Santa Clarita General Plan.

## **2.2.4            Alternative 4 – Improvements with Improved Diamond Interchange (Preferred Alternative)**

### **2.2.4.1    Project Description**

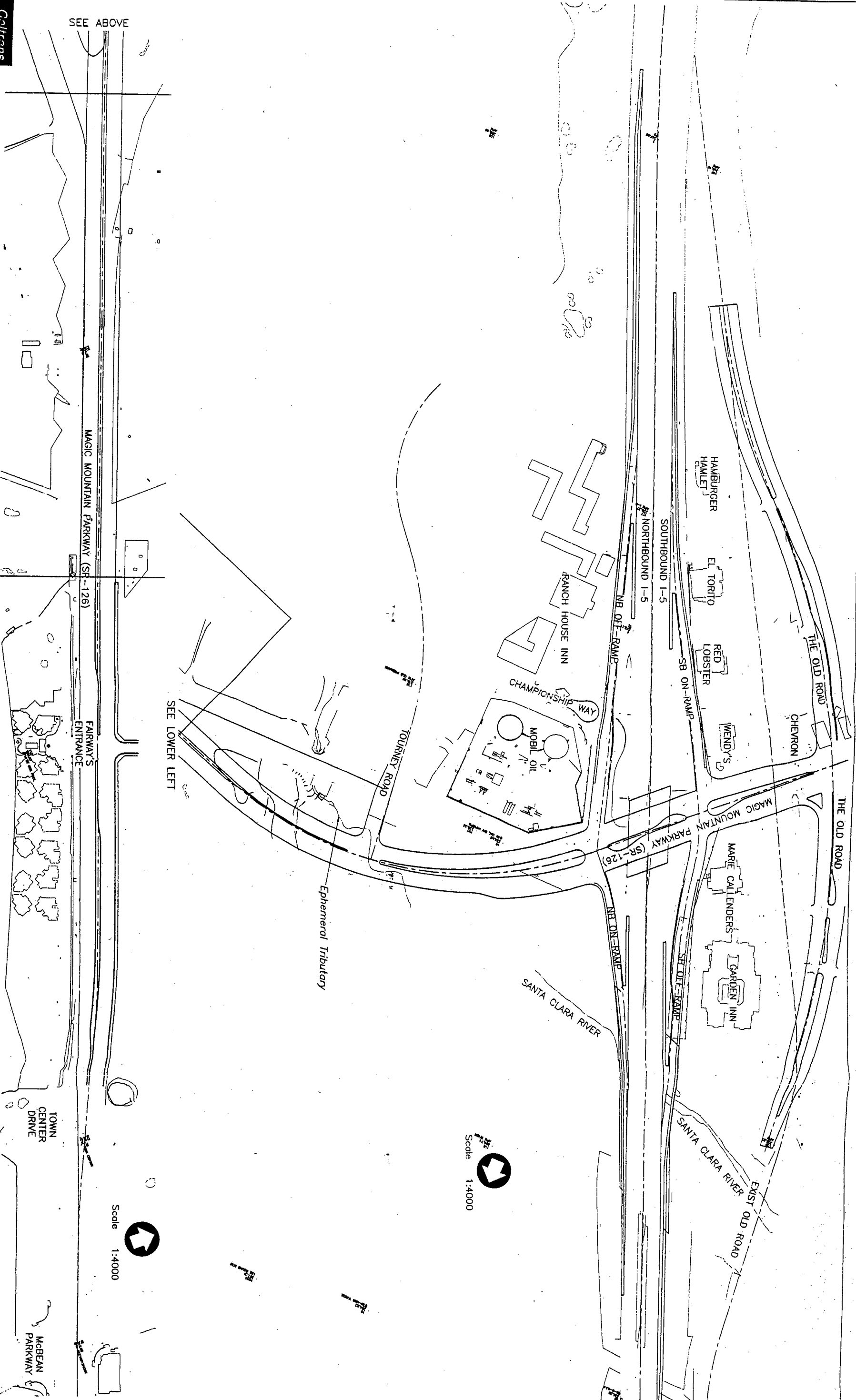
Under Alternative 4, the existing diamond interchange configuration would be improved. The Old Road would be realigned to the west and widened, and Magic Mountain Parkway would be realigned and widened (Figure 2-4).

### **2.2.4.2    The Old Road Realignment**

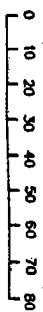
Similar to Alternative 2, this alternative would eliminate the median ramps and The Old Road would be realigned approximately 60 meters (197 feet) to the west to provide better intersection spacing with the southbound ramps. The Old Road would be widened to six lanes with provisions for right and dual left turn lanes at Magic Mountain Parkway.

### **2.2.4.3    Interchange Improvements**

The southbound I-5 off-ramp would be two lanes at the freeway, reconstructed to four lanes at Magic Mountain Parkway. Double right turns lanes were recommended since traffic volumes related to future development in the Resort area are relatively unknown. The southbound I-5 on-ramp would be three lanes at the terminus with Magic Mountain Parkway, merging to a single lane at the freeway entrance. The northbound I-5 off-ramp would be two lanes, reconstructed to four lanes at the terminus on Magic Mountain Parkway. Similar to Alternative 2, the existing access to the Ranch House Inn from the northbound off-ramp would be eliminated as the new profile of the ramp would be lower and the connection could not be re-established without significant area modifications. The northbound I-5 on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance. A third HOV bypass lane was considered for the northbound on-ramp but is not provided as the future HOV lanes on the I-5 would end at the I-5/Magic Mountain Parkway interchange. The mainline HOV lanes would not provide an ingress and egress area from Magic Mountain Parkway to its terminus at The Old Road. Preceding the northbound and southbound off-ramps, a 400-meter (1,312-foot) auxiliary lane would be constructed.



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**FIGURE 2-4**  
**I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE**  
**AND RELATED IMPROVEMENTS**  
**CONCEPTUAL PLAN**  
**ALTERNATIVE 4**

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#### **2.2.4.4 Magic Mountain Parkway Realignment and Widening**

As with Alternative 2, the realignment of Magic Mountain Parkway includes reconstructing the ultimate eight-lane section from I-5 to McBean Parkway. The features of the realignment would be the same as described for Alternative 2, except that Magic Mountain Parkway would be four lanes in each direction with dual left turn lanes at The Old Road, southbound ramps, and northbound ramps. In addition, a free right turn lane would be provided from westbound Magic Mountain Parkway to The Old Road.

#### **2.2.4.5 Utilities Relocation**

Existing utilities would need to be relocated as part of this alternative and would be the same as for Alternative 2.

#### **2.2.4.6 Right-of-Way Requirements**

A number of businesses in the area would be affected by this alternative. A full take (requiring relocation) would be likely for the Chevron gas station. A Relocation Impact Report (Tetra Tech 1999d) has been prepared for this business and is available for review under separate cover. Partial takes (requiring minor modifications to sidewalks, landscaping, and parking) would be likely for the Marie Callendar's and Wendy's restaurants, the river area, Southern California Edison, Ranch House Inn, and Valencia Company land along The Old Road and Magic Mountain Parkway.

The majority of right-of-way would be acquired from the Valencia Company, with most parcels consisting of undeveloped land. Portions of these parcels are being used as a Caltrans maintenance easement for access to the Santa Clara River Bridge. This easement would be kept for continued access.

#### **2.2.4.7 Future Traffic Conditions**

Projected year 2020 average daily traffic volumes on the I-5/Magic Mountain Parkway interchange are shown on Figure 1-3. Table 2-1 is a summary of projected traffic conditions (year 2020) at the following intersections: freeway ramps/Magic Mountain Parkway, The Old Road/Magic Mountain Parkway, and Tourney Road/Magic Mountain Parkway. All intersections are forecast to operate at LOS D or better under the proposed intersection geometrics. For the reasons identified Section 2.2.2.7, the proposed improvements associated with this alternative are consistent with the requirements of the City of Santa Clarita General Plan.

### **2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM CONSIDERATION**

Other alternatives were identified and evaluated prior to selecting the three potential build alternatives, including the roundabout interchange and the urban interchange.

The County of Los Angeles requested that the modern roundabout concept be evaluated as a potential alternative. It features roundabouts both east and west of the freeway at the northbound ramp intersection and the southbound ramp/The Old Road intersection with Magic Mountain Parkway, respectively. This configuration requires a shorter bridge span for Magic Mountain Parkway; however, more space is required on each side of the freeway to accommodate the geometry. The feasibility of traffic operations was a primary concern for this configuration. The total peak hour volumes using the roundabout would be high (9,500 vehicles per hour [vph] in the morning and 10,200 vph in the afternoon peak hours). An additional concern would be the total volumes in some of the roundabouts sections, with two sections



close to or higher than 6,000 vph during peak hours. These capacity concerns, together with the physical constraints involved, suggest that a roundabout configuration at this location is not feasible. As such, this alternative was eliminated from further consideration.

An urban interchange, or single point diamond, was also reviewed. Because of the required single span length to cross Magic Mountain Parkway, the deck thickness of this structure would be approximately 2 meters (6 feet) thicker than the conventional bridges for Alternatives 2, 3, and 4. The added deck thickness would require a significant lowering of Magic Mountain Parkway and would increase bridge costs. As such, this alternative was eliminated from further consideration.

## **2.4 CURRENT STATUS OF THE PROPOSED PROJECT**

The project is not specifically identified in the approved 1998 Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG). Projects at this level are not generally listed in the RTP. The currently approved Regional Transportation Improvement Program (RTIP) (1998/99 - 2004/05) identifies the project improvements "from 2 to 6 lanes." The proposed project is not identified in the approved RTIP for improvements "from 6 to 8 lanes." The portion of the project involving the interchange reconfiguration only can, at this time, be administratively amended into the currently approved RTIP (1998/99 - 2004/05). The proposed project is identified in the 1997 Los Angeles County Metropolitan Transportation Authority (LACMTA) Congestion Management Program (CMP), Capital Improvements Program (CIP). The project is consistent with regional transportation plans proposed by Caltrans, the County, and the City (California Department of Transportation 1999). The project is consistent with the District 7 System Management Plan. The proposed project has been designed to accommodate these recommendations. The RCR does not include any State Transportation Improvement Program (STIP) projects for the project area.

The I-5/Magic Mountain Parkway Interchange is included in the Interstate System. I-5 is included in the Federal Surface Transportation Assistance Act (STAA) route network for oversized trucks and the Subsystem of Highways for the Movement of Extralegal Permit Loads (SHELL) route. The I-5/Magic Mountain Interchange is on the Freeway and Expressway System. The Route Concept Report (RCR) recommends adding a truck lane and HOV lane for each direction in the project area.

The proposed project would occur in three phases. Phase 1 would begin in April 2001 and would be completed in April 2003. Phase 2 would begin in January 2004 and be completed in June 2005. Phase 3 would begin in June 2005 and be completed in July 2006. The City of Santa Clarita is anticipated to be the sponsor to fund 100 percent of all preliminary and design engineering costs, including costs for preparation of contract documents and advertising and awarding the project construction contract.

## **2.5 RELATED FUTURE ROADWAY PROJECTS**

Within the next few years, a number of projects are planned within the area of Magic Mountain Parkway between The Old Road and McBean Parkway, and along the I-5 freeway. Some phases of these projects occur concurrently with the proposed project described in this document. Figure 2-5 shows the location and relationship of these projects.

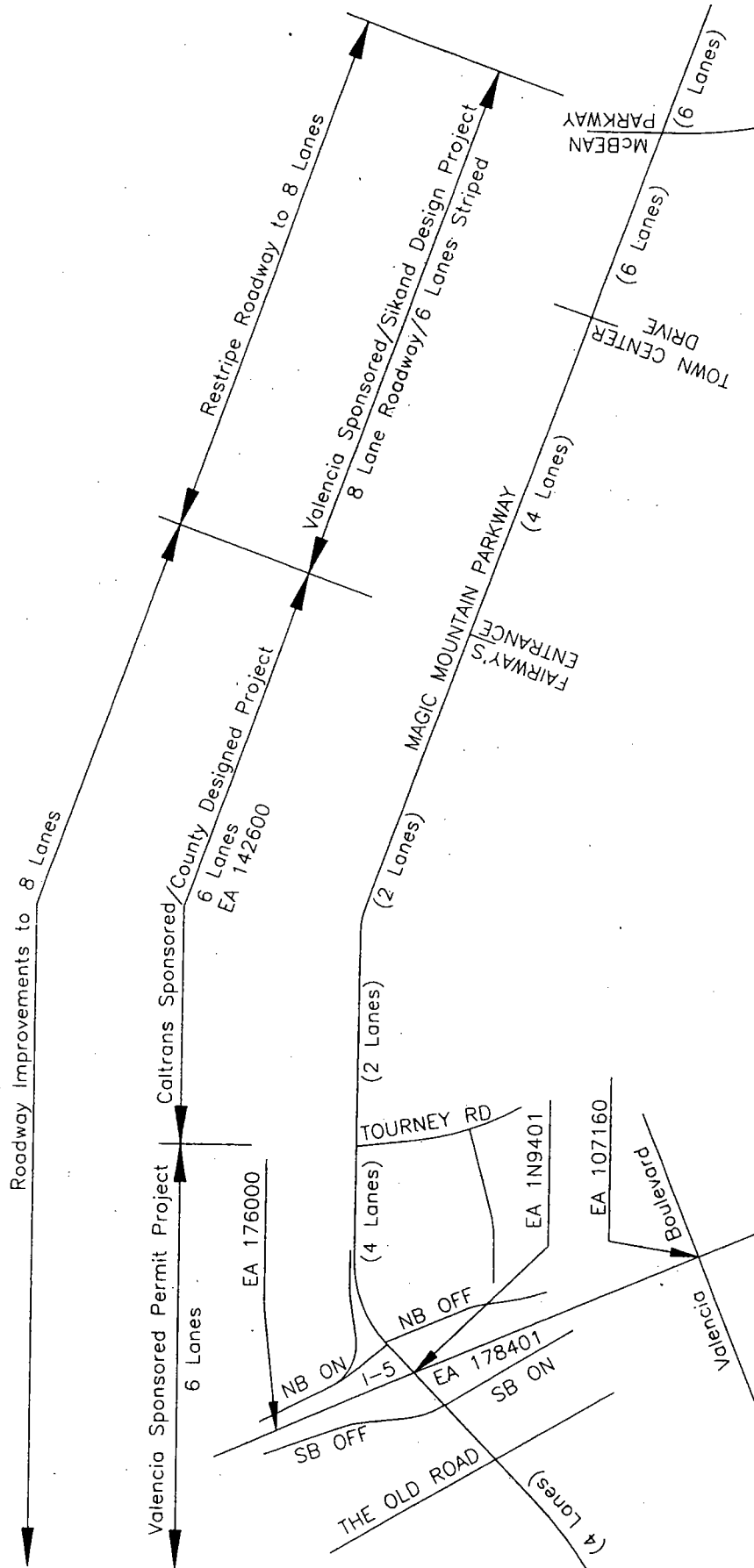


FIGURE 2-5  
I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE  
OTHER ROADWAY PROJECTS IN THE STUDY AREA

1. Caltrans is designing the Santa Clara River Bridge reconstruction at the I-5 freeway (EA 176000). Construction is expected to begin in the first quarter of 2001. The proposed project (I-5/Magic Mountain Parkway Interchange and Related Improvements) is being closely coordinated with this Caltrans project to minimize impacts to traffic and impacts to the Santa Clara River.
2. Valencia Company is sponsoring a permit project for minor short-term improvements at the I-5/Magic Mountain Parkway interchange with construction anticipated to occur from January through April 2000. This permit project will be completed prior to construction of the 8-lane roadway of this proposed project.
3. A permit project is sponsored by the Valencia Company and designed by Sikand Engineering to widen the existing Magic Mountain Parkway from just west of Fairway's Entrance to McBean Parkway. Construction is anticipated to occur from January through April 2000.
4. An MTA funded, Caltrans sponsored project (EA 142600) is proposed to widen the existing roadway between Tourney Road and Fairway's Entrance from the existing two-lane roadway to a six-lane section. The County of Los Angeles is preparing the design for the widening scheduled for construction in mid-2000.
5. The County of Los Angeles is lead agency in cooperation with Valencia Company for interchange improvements to the I-5/Valencia Boulevard interchange (EA 107160) south of Magic Mountain Parkway Interchange, scheduled for completion in April 2001.
6. The County of Los Angeles is currently designing "the Old Road over the Santa Clara River," a bridge replacement project. The construction schedule is unknown at this time. This project is part of the County's bridge replacement program to construct a new four-lane bridge.
7. Caltrans is currently designing a slope paving project (EA 1N9401) at the I-5/Magic mountain Parkway separation (KP 86.16) and the I-5/Hasley Canyon Road overcrossing (KP 91.07).
8. Caltrans is currently designing a project (EA 178401) to replace PCC slab with AC on Route 5 between KP 78.8 and 109.3R.
9. Valencia Company is sponsoring a permit project (permit number pending) for minor short-term improvements at the I-5/Magic Mountain Parkway interchange with construction beginning in late 1999. This project would increase capacity on the southbound off-ramp, eliminate the two-directional traffic on the northbound off-ramp, and widen Magic Mountain Parkway to a six-lane roadway from the interchange to Tourney Road. Access to the Ranch House Inn would be maintained via the existing northbound off-ramp within this phase, but would be eliminated during the reconstruction of the interchange. This permit project would be completed prior to construction of the eight-lane roadway proposed in this project study.

### 3.0 AFFECTED ENVIRONMENT

The proposed project is located in northern Los Angeles County along the western boundary of the City of Santa Clarita. This chapter provides an overview of the existing environment in the project area. Section 3.1 gives a brief summary of the project area and is broken into the three phases of the project, which correspond to the phases described in Section 2.0. Sections 3.2 through 3.11 detail the following aspects of the environment: topography, geology, and soils; non-renewable resources; hazardous materials; hydrology, drainage, and water quality; air quality; noise; light and glare; biological resources; land use planning; population and socioeconomics; public services and utilities; traffic and transportation; cultural resources; and visual resources. The information presented in this section is used as a basis for the impact analysis presented in Section 4.0.

#### 3.1 GENERAL ENVIRONMENTAL SETTING

##### *Phase 1*

Phase 1 of the proposed project would occur along Magic Mountain Parkway, at the I-5/Magic Mountain Parkway interchange south of the I-5/Santa Clara River Bridge. This area is landscaped with a variety of nonnative plant species that provide habitat for only those wildlife species that are tolerant of noise, light, and other human intrusion. See Section 3.6 for a detailed description of the biological resources in the project area.

##### *Phase 2*

Construction for Phase 2 of the proposed project would occur along The Old Road and along all on- and off-ramps of the I-5/Magic Mountain Parkway interchange.

The Old Road is a frontage road to I-5 and is developed with commercial businesses. The Old Road is landscaped with a variety of nonnative plant species that provide habitat for only those wildlife species that are tolerant of noise, light, and other human intrusion. Commercial development with nonnative landscaping includes a Chevron gas station and the Six Flags Magic Mountain theme park, located west of The Old Road. Nonnative grassland and a small manmade drainage also occur west of The Old Road. Farther to the west and south of the intersection of Magic Mountain Parkway and The Old Road, the vegetation is valley oak woodland. Valley oaks (*Quercus lobata*) are scattered throughout the area with an understory of nonnative grassland. This habitat would be marginally valuable to wildlife species due to its proximity to the road and commercial businesses. Traffic, noise, light, and other human intrusion reduce the quality of this habitat for wildlife, however, it is considered sensitive by the state.

Nonnative grassland and landscaped areas occur along the south side of the I-5/Magic Mountain Parkway interchange. The Santa Clara River is located north of the interchange and represents the highest quality habitat with the most abundant biological resources in the project area.

The Santa Clara River channel is in a natural state except where infrastructure improvements, such as bridge and bank protection, have been constructed. Four natural communities are found in this area: southern cottonwood-willow riparian forest, Great Basin mixed scrub, valley oak woodland, and nonnative grassland, based on the *List of California Terrestrial Natural Communities Recognized by the Natural Diversity Data Base* (CDFG 1997).

The Santa Clara River is crossed by the I-5 and The Old Road bridges. This area is located in a rapidly developing urban area in the City of Santa Clarita. Land uses surrounding the channel include

agricultural and recreational uses with residential development and associated infrastructure improvements located to the east and south. Areas of the Santa Clara River, beginning approximately 1.2 miles upstream of the I-5 bridge at McBean Parkway, are mowed once per year by the Los Angeles County Flood Control Maintenance Department for flood protection (Halter 1999). The toe of both banks is armored with rock riprap bank protection; cottonwood and willow trees grow on the upper banks. On the northern bank is a gravel flood control access road. Emergent wetland vegetation is present in the river bottom maintained by the Flood Control Maintenance Department. Vegetative cover is approximately 25 percent over this area. The invasive giant reed (*Arundo donax*) is present in the channel upstream of the I-5 bridge. The river bottom is mostly coarse sand with pools of water along the main channel. See Section 3.6 for a detailed description of the biological resources in the project area.

During a site visit in June 1999, flowing water was present in the southern portion of the riverbed and a pool of standing water was located between the southern bank and the first set of bridge support columns to the north.

### *Phase 3*

Construction for Phase 3 of the proposed project would occur along Magic Mountain Parkway from the I-5/Magic Mountain Parkway interchange to Fairway's Entrance, including undeveloped areas north of the Magic Mountain Parkway.

The area south of Magic Mountain Parkway is partially developed and dominated by landscaping and nonnative grassland. The Santa Clara River is north of the proposed construction areas for Phase 3 of the project.

The habitat between Magic Mountain Parkway and the Santa Clara River north of the intersection with Tourney Road is a combination of Great Basin mixed scrub and nonnative grassland. Northeast of the intersection are ephemeral tributaries to the Santa Clara River that support southern cottonwood-willow riparian forest and nonnative grassland. A flood control outlet structure is also located within one of these tributaries close to the intersection of Tourney Road and Magic Mountain Parkway. See Section 3.6 for a detailed description of the biological resources in the project area.

## **3.2 TOPOGRAPHY, GEOLOGY, AND SOILS**

The east side of the project area is located in the City of Santa Clarita and the west side is located in an unincorporated portion of Los Angeles County. The I-5/Magic Mountain Parkway interchange area is situated in a north-south trending valley between two areas of significant topographic relief. West of The Old Road (west of I-5), the land rises sharply into the Santa Susanna Mountains. There is a hill in the southeastern quadrant of the interchange and the Santa Clara River forms the northern boundary of the project study site.

The project site is located within the Transverse Ranges, at the western end of the San Gabriel Mountains along the Santa Clara River. The Transverse Ranges is a geomorphic province characterized by a series of east-west trending mountain ranges.

The project site is underlain by Quaternary alluvium and colluvium. The alluvium that underlies the project area was derived from the Saugus Formation and consists of silty to clayey sand, along with localized areas of sandier material deposited by the Santa Clara River. The surrounding hills are formed of rocks classified as the Saugus Formation. The Saugus Formation consists of moderately consolidated,

interbedded sandstones, siltstones, and conglomerates. These rocks were deposited in both alluvial and fluvial environments.

Miocene-age rocks of the Modelo Formation underlie the Saugus Formation at depth. The Modelo Formation is considered a petroleum reservoir, and is known for oil and gas resources. Several oil and gas wells are located within a 2-mile radius of the project area. The wells are generally part of the Honor Rancho gas and oil field, which was developed in the late 1950s. The Honor Rancho gas and oil field has contained as many as 50 active oil wells and is currently being used by the Southern California Gas Company as a natural gas storage reservoir.

The project site is located in a seismically active area. Active faults in the area include the San Andreas fault system, located approximately 20 miles north-northeast of the project area; the San Gabriel fault which runs subparallel to the San Andreas fault, located approximately  $\frac{3}{4}$  mile north-northeast of the site; and the Holser fault, an off-shoot of the San Gabriel fault located beneath the project site. The Holser fault runs along the south side of the Santa Clara River and has been mapped as a concealed fault that is overlain by alluvium. Trenching west of the project area has confirmed movement along the fault during the Pleistocene, but no disruption of Holocene (recent) sediments was discovered. Since the Holser fault has not shown any recent movement, it is not considered an active fault with respect to the Alquist Priolo special investigation criteria. The San Gabriel and San Andreas faults are classified as active.

### 3.3 NON-RENEWABLE RESOURCES

Non-renewable resources, such as petroleum products to fuel and maintain construction equipment and sand, gravel, and concrete to construct the overpass, would be required during construction of the proposed project. These commodities are readily available, but are in finite supply due to lengthy natural processes required to create them. Non-renewable resources would not be required in the long-term operational phase of the project.

### 3.4 HAZARDOUS MATERIALS

Tetra Tech conducted an Initial Site Assessment (ISA) in January 1999 (Tetra Tech 1999). The purpose of the ISA was to identify current and past hazardous material and chemical use practices at and around the project area that may have affected soil within the existing and proposed right-of-way. The ISA was conducted in accordance with Caltrans guidelines for performing an ISA and with the scope of work set forth by the American Society for Testing and Materials (ASTM) Standard E-1528-96. One listed hazardous waste site (Chevron service station) and three other potential hazardous waste sources were identified (Mobil Oil Pipeline Company bulk storage terminal, lead contaminated soil along the freeway and roadways, and asbestos building materials in buildings to be demolished).

The listed site, a Chevron service station located at the intersection of The Old Road and Magic Mountain Parkway, is within the proposed right-of-way acquisition for all three construction alternatives. A documented release of gasoline occurred at this site and an *in situ* (in place) remedial action has been performed. The lead regulatory agency for this site is the Los Angeles Regional Water Quality Control Board (LARWQCB). A leak was first discovered in 1988 when four underground storage tanks (USTs) were removed and replaced. Soil contamination was detected from the ground surface to the first saturated zone, which was encountered 22 feet below the surface. A formal hazardous waste investigation was started in early 1989 and continued into 1993. This investigation discovered vadose (near surface) soil contamination and groundwater contamination. A remedial action (clean-up) plan was prepared in 1993 and involved a combination of free-product recovery from the groundwater wells and vapor extraction from the vadose zone. The vapor extraction system was installed and began operating in

mid-1995 and was stopped in late 1996 when the LARWQCB accepted the soil remediation as complete. Through June 1997 (the most recent record available from LARWQCB), an estimated 40 gallons of gasoline had been removed from the groundwater.

A non-listed potential hazardous waste site was located during the site reconnaissance adjacent to the planned construction area for the northbound off-ramp in all three alternatives. This site is the Mobil Oil Pipeline Company bulk storage terminal, located in the northeast quadrant of the intersection of the northbound I-5 off-ramp and Championship Way (east of I-5 and south of Magic Mountain Parkway). Although this site is not listed on any of the environmental databases searched, review of historical aerial photographs revealed that this facility has been at that location since before 1928.

Although it has not been tested in this area, there is the potential for lead contamination in the soil throughout the planned construction zone. A roadway has existed in the approximate location of Magic Mountain Parkway since before 1928 and The Old Road has existed since before 1952. The California Environmental Protection Agency (Cal EPA), Department of Toxic Substances Control (DTSC), has issued a variance to Caltrans for reuse of lead-contaminated soil for highway construction projects if the soil meets the variance criteria. The current variance expired on June 7, 2000. It is anticipated that this variance will be renewed with amended requirements (Caltrans 1999).

Yellow pavement markings may be present within the project area. Yellow pavement markings are known to contain lead and chromium in concentrations that exceed hazardous thresholds established by the California Code of Regulations (Caltrans 2000).

There are four buildings that may require demolition under one or more of the alternatives: Chevron service station and El Torito, Hamburger Hamlet, and Wendy's restaurants. Asbestos building materials are more likely to be present in older (pre-1978) buildings. The construction dates for these buildings are as follows: Chevron service station in 1971, El Torito in 1986, Hamburger Hamlet in 1990, and Wendy's in 1984. Asbestos may be potentially present in the Magic Mountain Parkway structure. A review of as-built plans cannot definitively rule out asbestos containing materials (ACMs) presence and potential locations that are inaccessible until exposed during construction activities (Caltrans 2000).

### **3.5 HYDROLOGY, DRAINAGE, AND WATER QUALITY**

Specific hydrogeologic data for the area is limited. However, the Los Angeles County Department of Public Works (LACDPW) maintains records on water levels in wells throughout Los Angeles County. The nearest well that the LACDPW monitors is approximately 1 mile east of the project area, at the corner of Valencia Boulevard and Cinema Drive. The depth to groundwater was 38.4 feet on October 20, 1997, the last time the water level was measured.

### **3.6 AIR QUALITY**

The project site is located within source receptor area (SRA) 13 as designated by the South Coast Air Quality Management District (SCAQMD). This SRA encompasses the Santa Clarita Valley west to the Ventura County line. In recent years SRA 13 has registered above state and federal standards for ozone ( $O_3$ ) and the state standard for particulates ( $PM_{10}$ ). Concentrations of carbon monoxide (CO) have not been exceeded in the Santa Clarita Valley and concentrations of the three other criteria pollutants, nitrogen dioxide ( $NO_2$ ), sulfur dioxide ( $SO_2$ ), and lead, have not been exceeded in the basin for several years (Impact Sciences 1998). Primary mobile sources of emission in the vicinity of the project site are from automobile and truck traffic along regional transportation corridors such as I-5. No stationary sources of emissions are located on or near the project site.

### 3.7 NOISE

In order to understand the existing noise environment, a few definitions are needed. Loudness is the most common measure of sound. The decibel (dB) is the standard unit used for measuring a one-time occurrence of the intensity and level of sound. Most sounds consist of a broad range of sound frequencies. Because the human ear is not equally sensitive to all frequencies, a number of frequency weighting schemes have been used to develop decibel scales that approximate the way the human ear responds to noise levels. The A-weighted decibel scale (dBA) is the most widely used when adjusting community noise.

Varying noise levels are often described in terms of the equivalent constant decibel level. Equivalent sound levels (Leq) are used to develop single-value descriptions of average noise exposure over various periods of time. Such average noise exposure ratings often include additional weighting factors for potential annoyance due to time of day or other considerations. The Leq data used for these average noise exposure descriptors are generally based on A-weighted sound level measurements.

Average exposure over a 24-hour period is often presented as day-night average sound level (Ldn) or as a community noise equivalent level (CNEL). Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10 p.m. to 7 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises. CNEL values are very similar to Ldn values but include a 5-dB annoyance adjustment for evening (7 p.m. to 10 p.m.) Leq values in addition to the 10-dB adjustment for nighttime Leq values. Because CNEL and Ldn values for the same noise condition seldom differ by more than 1 dB, they are often used interchangeably when interpreting noise level criteria and standards.

The I-5 freeway in the Santa Clarita area generates an estimated 70 dB CNEL noise level to approximately 600 feet from the freeway centerline (City of Santa Clarita 1991).

The area surrounding the project area is zoned commercial, resort and business park. The nearest residences (currently under construction) will be immediately adjacent to (e.g., within 10 feet of) the eastern portion of the proposed project area just west of the Magic Mountain Parkway intersection with McBean Parkway where restriping only is planned. Within the project area, several fast-food restaurants will be relocated.

### 3.8 LIGHT AND GLARE

The project site is located along I-5. Commercial development and associated lighting is located north and south of the I-5/Valencia interchange at Magic Mountain and McBean Parkways, respectively. Light and glare are currently generated at the I-5/Valencia overpass by street and freeway sign lights.

### 3.9 BIOLOGICAL RESOURCES

The biological resources present within the project area, defined as the Area of Potential Effects (APE), are described in this section. This information has been derived from a biological investigation, the detailed results of which are presented in the *Natural Environmental Study, I-5/Magic Mountain Parkway Interchange and Related Improvements* prepared for this project and provided under separate cover (Tetra Tech 1999c).

The Natural Environmental Study was prepared using the results from a literature search of sensitive biological resources in the area and a biological field survey of the area. The APE was surveyed for biological resources on June 23, 1999. A pedestrian survey was conducted for botanical and wildlife



resources, examining the project footprint defined above, as well as an area extending 50 meters outside its boundaries. Dominant plant species and vegetation types were identified, and wildlife was observed by sight, sound, tracks, and other sign. The area was surveyed between the hours of 2:30 p.m. and 9:00 p.m. to detect diurnal and nocturnal species. Waters of the United States and potential wetlands in the APE of the proposed project were also investigated; however, wetlands delineation was not conducted.

The available literature on natural resources in and near the project area was consulted including information from the California Natural Diversity Data Base (CNDDB) and the California Native Plant Society (CNPS). The potential occurrence of other species was examined by identifying their documented or known habitat preferences.

### 3.9.1 Natural Communities

The natural communities (habitats) found in the project area are southern cottonwood-willow riparian forest, Great Basin mixed scrub, valley oak woodland, and nonnative grassland, based on the *List of California Terrestrial Natural Communities Recognized by the Natural Diversity Data Base* (CDFG 1997). A description of these natural communities is described below.

#### *Southern Cottonwood-Willow Riparian Forest*

Southern cottonwood-willow riparian forest is dominated by more than one willow species or tree in the canopy. Typical species include arroyo willow, black willow, narrowleaf willow, black cottonwood, Fremont cottonwood, red alder, and California sycamore. This habitat is seasonally flooded and saturated with freshwater in floodplains with low gradient depositions along rivers and streams (Sawyer and Keeler-Wolfe 1995). Within the project area southern cottonwood-willow riparian forest occurs along the Santa Clara River floodplain.

#### *Great Basin Mixed Scrub*

Big sagebrush (*Artemisia tridentata*) is the dominant shrub canopy for Great Basin mixed scrub. This habitat occurs at elevations from 300 to 3,000 meters (984 to 9,843 feet) with soils that are usually well-drained and gravelly (Sawyer and Keeler-Wolfe 1995). Isolated pockets of Great Basin Mixed Scrub are known to occur throughout the inner South Coast Ranges (Holland 1986). Great Basin mixed scrub occurs in the upland region along the slope east of I-5 between Magic Mountain Parkway and the Santa Clara River. Associated species observed include California buckwheat (*Eriogonum fasciculatum*).

#### *Valley Oak Woodland*

Valley oak woodland is dominated by valley oaks (*Quercus lobata*), but may be scattered with other oak species such as coast live oak (*Quercus agrifolia*) (Sawyer and Keeler-Wolfe 1995). A grassy understory is typical of this community. Valley oak woodland occurs in valley bottoms, on gentle slopes, or in summit valleys on alluvial or residual soil. Within the APE, valley oak woodland occurs west of The Old Road and south of the intersection of Magic Mountain Parkway and The Old Road.

#### *Nonnative Grassland*

This community is dominated by introduced annual and perennial grasses. Annual grasslands are found on varying slopes, aspects, and substrates, and species composition also is variable. Dominant species include bromes (*Bromus* spp.), wild oats (*Avena* spp.), and fescues (*Vulpia* spp.). Within the project area, nonnative grassland occupies the upland terrace adjacent to Magic Mountain Parkway and was

historically used as agricultural lands. Prior to the agricultural development the terrace may have been occupied by Great Basin mixed scrub. Currently, the area is dominated with nonnative grasses with scattered individuals of big sagebrush.

### 3.9.2 Vegetation

The area west of The Old Road south of the Santa Clara drainage consists of nonnative grassland. Grasses, such as common wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), perennial ryegrass (*Lolium perenne*), Italian ryegrass (*Lolium multiflorum*), and knotweed (*Polygonum punctatum*), are dominant in this area. Nonnative grassland also occurs in the landscaped areas west of The Old Road. Within the APE, several valley oaks are scattered in the area west of The Old Road and south of Magic Mountain Parkway with an understory of nonnative grassland.

The area east of and adjacent to I-5 has a unique mix of plant species. Dominant species in this area include big sagebrush and California buckwheat with nonnative grasses listed above in the nonnative grassland north of Magic Mountain Parkway and east of I-5. Two coast live oak trees are located adjacent to the Great Basin mixed scrub.

The upper portion of the unnamed tributary north of the intersection of Tourney Road and Magic Mountain Parkway is disturbed Great Basin mixed scrub. The area is covered primarily with nonnative grasses and big sagebrush provides the dominant shrub cover. Other associated plant species along the upper drainage include black mustard (*Brassica nigra*), coyote brush (*Baccharis pilularis*), mulefat (*Baccharis salicifolia*), white sweet clover (*Melilotus alba*), knotweed (*Polygonum punctatum*), and narrow-leaf milkweed (*Asclepias fascicularis*). The lower portion of the tributary consists of southern cottonwood-willow riparian forest. The dominant cover along this portion includes Fremont cottonwood (*Populus fremontii*). The understory coverage includes a mix of native and nonnative plant species. Associated native plant species are mulefat, yerba santa (*Eriodictyon crassifolium*), blue elderberry (*Sambucus mexicana*), and mugwort (*Artemisia douglasiana*). Nonnative plants along the lower portion of the tributary include tree tobacco (*Nicotiana glauca*), tumbleweed (*Amaranthus albus*), milk thistle (*Silybum marianum*), filaree (*Erodium cicutarium*), and giant reed (*Arundo donax*).

Terrestrial vegetation along Santa Clara River and its banks is quite diverse. The southern cottonwood-willow riparian forest adjacent to the creek consists of willows such as narrow-leaf willow (*Salix exigua*) and arroyo willow (*Salix lasiolepis*) with Fremont cottonwood integrated along the upper floodplain. Watercress (*Rorippa nasturtium-aquaticum*) covers portions of the bank and extends into the creek. Other understory species are annual beard-grass (*Polypogon monspeliensis*), saltgrass (*Distichlis spicata*), prairie rush (*Scirpus maritimus*), narrow-leaved cattail (*Typha angustifolia*), broad-leaved cattail (*Typha latifolia*), seep monkeyflower (*Mimulus guttatus*), celery (*Apium graveolens*), and evening primrose (*Oenothera elata* ssp. *hirsutissima*). A plant list for species observed in the project area is provided in the Natural Environmental Study prepared for this project (Tetra Tech 1999c). Many plant species, particularly sensitive species and annuals, can be definitely identified or observed only during their blooming and fruiting periods in spring and summer. Therefore, the results of the current plant surveys conducted in June cannot be considered comprehensive.

### 3.9.3 Wildlife

Coyote (*Canis latrans*), a cooper's hawk (*Accipiter cooperii*), and several reptile species, including the side-blotched lizard (*Uta stansburiana*), were observed in the tributaries of the Santa Clara River, located north of Magic Mountain Parkway. Fish, tadpoles, and many bird species, including the black phoebe (*Sayornis nigricans*), common yellowthroat (*Geothlypis trichas*), bushtit (*Psaltiriparus minimus*), house

finch (*Carpodacus mexicanus*), Nuttall's woodpecker (*Picoides nuttallii*), western bluebird (*Sialia mexicana*), and western kingbird (*Tyrannus verticalis*) were also observed in the Santa Clara River and adjacent habitat. Northern rough-winged swallows (*Stelgidopteryx serripennis*) were nesting in cable holes under the I-5 bridge and two abandoned raptor nests were located under The Old Road bridge. A list of the wildlife species observed in the APE of the proposed project is provided in the Natural Environmental Study prepared for this project (Tetra Tech 1999c).

### 3.9.4 Important Biological Resources in the Project Area

Important biological resources include resources that are protected under federal or state laws or local policies and are, therefore, considered sensitive by various resource agencies. Important biological resources in the proposed project area include the following:

- Significant ecological areas;
- Special-status botanical resources;
- Special-status wildlife resources; and
- Waters of the United States and wetlands.

Each of these important biological resources is discussed in more detail below.

#### *Significant Ecological Areas*

The County of Los Angeles through the General Plan established 61 Significant Ecological Areas (SEAs) which represent a wide variety of biological communities within the County. The SEAs function to preserve this variety and to provide a level of protection to the resources within them. The General Plan outlines a process to regulate land uses in these areas and creates an advisory committee of scientists appointed to oversee the regulation of these policies. The General Plan allows development within SEAs as long as the development is "highly compatible" with the natural resources being protected.

The Santa Clara River, or SEA 23, occurs within the APE of the proposed project. The assemblage of vegetation present in this SEA, described as a broad wash association, is unlike that found in steeper mountain canyons and is rare in the Los Angeles basin. It is the only major river drainage from the San Gabriel Mountains that remains mostly unchannelized. This area was designated as an SEA primarily to protect suitable habitat for the unarmored threespine stickleback, a federal and state listed endangered species. The SEA boundary corresponds to the Federal Emergency Management Agency (FEMA) 100-year floodplain boundary and is included to preserve the aquatic and riparian habitat present along the Santa Clara River (Impact Sciences 1997).

The Valley Oak Woodland SEA, or SEA 64, covers approximately 400 acres and is located west of I-5 and south of the Valencia Boulevard interchange, 1 mile southwest of the APE. Therefore, the APE is not located in or near this SEA.

#### *Sensitive Natural Communities and Critical Habitat*

Two sensitive natural communities occur in the APE of the proposed project and include southern cottonwood-willow riparian forest and valley oak woodland.

Southern cottonwood willow riparian forest is listed by the California Department of Fish and Game (CDFG) as S3.2. Habitats listed as S3.2 are considered threatened with an estimated area of 10,000 to 50,000 acres in California. Southern cottonwood-willow riparian forest occurs along the Santa Clara River floodplain within the APE north of Magic Mountain Parkway.

Valley oak woodland is listed by CDFG as S1.2. Habitats listed as S1.2 are considered threatened with an estimated area of less than 2,000 acres in California. Within the APE, valley oak woodland occurs west of The Old Road and south of the intersection of Magic Mountain Parkway and The Old Road.

On February 16, 1999, the National Marine Fisheries Service (NMFS) issued a final rule to designate critical habitat for southern steelhead (*Oncorhynchus mykiss*; listed as federally endangered [FE]) in the Santa Clara River and other southern California creeks (65 *Federal Register* 7764). Critical habitat for southern steelhead is designated to include all river reaches from the Santa Maria River to Malibu Creek, California. Within the Santa Clara River, southern steelhead have not been observed east of the Sespe River confluence (Caron 2000). Excluded are areas above specific dams or above longstanding, naturally impassable barriers (i.e., natural waterfalls in existence for at least several hundred years). The reaches of Santa Clara River within Los Angeles County, Santa Barbara County, and Ventura County are designated critical habitat effective on March 17, 2000, for the southern steelhead (65 *Federal Register* 7764).

### ***Special-Status Botanical Resources***

Special-status plant species include species that are federally listed or proposed listed as endangered or threatened, state listed as endangered, threatened, or rare, a state candidate for listing as endangered or threatened, a federal species of concern, or a species that occurs on a California Native Plant Society's list. The following special-status plant species potentially occur in the APE of the proposed project: Nevin's barberry (*Berberis nevinii*) (federal endangered [FE], state endangered [E], California Native Plant Society List 1B [CNPS List 1B]), short-jointed beavertail (*Opuntia basilaris* var. *brachyclada*) (federal species of concern [FSC], CNPS List 1B), slender mariposa lily (*Calochortus clavatus* var. *gracilis*) (FSC, CNPS List 1B), Palmer's grapplinghook (*Harpagonella palmeri*) (FSC, CNPS List 2), and Pierson's morning-glory (*Calystegia peirsonii*) (FSC, CNPS List 4). Species accounts are provided for each of these species in the Natural Environmental Study prepared for this project (Tetra Tech 1999c). Although suitable habitat for these species occurs within the APE, none of these special-status plant species were observed within the APE of the proposed project. Oak trees that are protected under local oak tree ordinances and are also considered a special-status botanical resource.

### ***Special-Status Wildlife Resources***

Wildlife species that are listed as threatened or endangered; proposed for listing as endangered or threatened; or candidate species for listing by federal and/or state resource agencies have special-status and are considered "sensitive." In addition, wildlife considered federal species of concern, or California species of special concern, protected species, or fully protected species, also have special status and are considered "sensitive." Designated or proposed critical habitat for wildlife species as defined by the federal Endangered Species Act of 1973, as amended is also considered a "sensitive" wildlife resource.

Twenty-six special-status species have either been observed or potentially occur in the APE of the proposed project. The federal and state endangered unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*) and least Bell's vireo (*Vireo bellii pusillus*) and the Cooper's hawk (*Accipiter cooperii*) (California species of special concern [CSC]) are the special-status species that have been observed in the APE of the proposed project. The southwestern willow flycatcher (*Empidonax traillii extimus*) is another federal and state endangered species that may occur in the APE of the proposed

project. Other non-listed special-status species that potentially occur in the APE include the arroyo chub (*Gila orcutti*) (FSC, CSC), San Diego horned lizard (*Phrynosoma coronatum blainvillei*) (FSC, CSC, California Department of Fish and Game Protected species [P]), southwestern pond turtle (*Clemmys marmorata pallida*) (FSC, CSC, P), and several bat species. Species accounts are provided for all twenty-six species in the Natural Environmental Study prepared for this project (Tetra Tech 1999c) and species accounts for the federal and state-listed species are summarized below.

The unarmored threespine stickleback is federally and state listed as endangered. This fish requires slow water flow with low turbidity and aquatic vegetation for cover and nest material (Page and Burr 1991). Nests are made by excavating shallow pits in the substrate and covering them with plant material and pebbles. Reproduction may occur throughout the year, but is highest from May through September. The stickleback is sensitive to excessive sedimentation and the loss of habitat through changes in water flow, water level, and the growth of emergent plants. The unarmored threespine stickleback has been observed in the Santa Clara River from approximately 3 miles east of Piru upstream to just east of the I-5 bridge (CDFG 1999a). The species is also known to occur east of the I-5 bridge along the Santa Clara River and up into two of its tributaries. Observations have been noted along San Francisquito Canyon which enters the Santa Clara River approximately 3,500 feet northeast and upstream of the proposed project area and in Soledad Canyon located approximately 3.4 miles east of I-5 (Baskin 1999). The largest remaining populations of this species occur in the Santa Clara River (City of Santa Clarita 1997). This species has historically occurred and may presently occur in the APE of the proposed project.

The least Bell's vireo is listed as endangered by the federal and state government. This species arrives in southern California from mid-March to early April and leaves for its wintering ground in southern Baja California in August (USFWS 1994; Zeiner *et al.* 1990a). Typical habitat for this species includes willow dominated riparian habitats with a lush understory. Least Bell's vireos forage primarily in willows. However, where habitat is narrow, they will forage in uplands at the edge of riparian habitat. Three to four individual least Bell's vireos were observed in 1988 along Castaic Creek approximately 1 mile northwest of the project area (CDFG 1999a). The eastern end of the APE is directly adjacent to federally designated critical habitat for this species and the species is well documented in this area (Caron and Greaves 1999). Although this species was not observed and nests were not found in the APE of the proposed project, least Bell's vireos potentially breed in this area.

The southwestern willow flycatcher (flycatcher) is listed as endangered by the federal and state government. The flycatcher breeds only in riparian wetland thickets, usually along major rivers or drainages of southern California, Arizona, Utah, Nevada, New Mexico, and Texas. The largest remaining population in southern California is at the Kern River Preserve, an area that also approximately defines the northern boundary of its range within California. Another important population occurs in Santa Barbara County within the riparian habitat along the Santa Ynez River. This species breeds within thickets of willows or other riparian understory, usually along streams, ponds or lakes, or in canyon or drainage bottoms. Migrant willow flycatchers may pass through areas of suitable riparian vegetation, and may not be the southwestern subspecies. Although this species has not been observed, suitable habitat exists for the species within the APE of the proposed project.

#### *Waters of the United States and Wetlands*

The ACOE is responsible for determining jurisdictional boundaries of waters of the United States for regulatory and permitting purposes under Section 404 of the Clean Water Act. The jurisdictional limit of waters of the United States is identified by the extent of the ordinary high water mark. Evidence of high water marks, some greater than 10 feet, were observed in one unnamed ephemeral drainage north of

Tourney Road. This drainage extends through approximately 0.1 acre of the project area and connects to the Santa Clara River.

The ACOE is also responsible for determining jurisdictional wetlands for regulatory and permitting purposes under Section 404 of the Clean Water Act. For delineating wetlands, the ACOE has developed a field method using a "three parameter test" that considers hydrophytic vegetation, wetland hydrology, and hydric soils. Under the ACOE definition, an area is considered a wetland only if indicators of all three parameters are present, except for wetland types designated as "problem areas" or conditions considered to be significantly disturbed or "atypical." The ACOE has determined that the Santa Clara River is a jurisdictional wetland from bank to bank. Although it is nearby, the Santa Clara River is not in the project area. No potential wetlands were observed in the project area.

### **3.10 LAND USE PLANNING**

In the project area, land uses designated within the city limits of the City of Santa Clarita, and within the City's planning boundary, according to the City General Plan (City of Santa Clarita 1991) include the following: Community Commercial and Visitor Serving/Resort to the southwest of the interchange; Visitor Serving/Resort and Business Park to the southeast of the interchange; and Business Park and Visitor Serving/Resort to the north of the interchange. In general, the entire project area is eventually slated for development.

### **3.11 POPULATION AND SOCIOECONOMICS**

The closest population centers to the interchange are located in the City of Santa Clarita and the surrounding unincorporated areas of Los Angeles County, however, no residences are located within 1/4 mile of the overpass. As discussed in Section 3.10, the project area is planned for major development and is therefore growing economically.

### **3.12 PUBLIC SERVICES AND UTILITIES**

Several utility lines are located in the project area, including two high pressure gas mains, six oil lines, a sewer main, a sewer force main, a water main, and typical cable television and telephone underground conduit.

### **3.13 TRAFFIC AND TRANSPORTATION**

The intersections of the I-5 northbound and southbound ramps with Magic Mountain Parkway are currently operating at LOS E or better. Future projects in the area may place additional traffic demand on Magic Mountain Parkway and the freeway ramps. The capacity at the ramps and other nearby intersections may deteriorate to LOS F by 2020 without the interchange improvements.

Circulation between the east and west side of the freeway is confined to interchanges approximately 1 mile apart. The Valencia Boulevard interchange to the south provides an overcrossing and is currently being improved by widening Valencia Boulevard, replacing the overcrossing, and modifying the ramp configurations. This interchange would be completed prior to the Magic Mountain Parkway interchange project and would likely be used as part of the traffic re-routing that would be needed to accommodate construction. To the north is the Henry Mayo Drive interchange, which provides access to SR-126 to the west.

### 3.14 CULTURAL RESOURCES

To identify historic properties and other cultural resources within the project area, a record search and field survey were conducted. The record search conducted with the South Central Coastal Information Center at the University of California, Los Angeles on April 17, 1998, identified all previous surveys conducted within a 0.5-mile radius of the project area, and all prehistoric and historic sites over 45 years old location within 0.5 mile. In addition, properties listed on the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the California Historic Properties Directory (Inventory of Historic Properties), as well as National Historic Landmarks, California Historical Landmarks, and California Points of Historical Interest were checked. These sources were re-checked in February 2000. Field survey of the project area was conducted on July 9, 1999.

The results of the record search indicate that four previous surveys have included parts of the project area (Davis 1990; Hawthorne 1981; Peak and Associates 1992; Scientific Resource Surveys, Inc. 1989). These surveys have covered approximately 79 percent of the total project area. The surveys were all conducted between 1981 and 1992. One additional survey has been conducted just outside of and west of the project area (Sikand Engineering Associates 1978).

The record search results identified only one known resource within 0.5 mile of the project area. Site CALAN-2190H is a historic Southern Pacific Railroad bridge, which was originally constructed in 1898 with some modifications in the 1920s following the flood of 1928 (Valentine-Maki 1993). The bridge is located approximately 175 meters (575 feet) north of the project area.

Based on the record search results, it was determined that approximately 21 percent of the area of potential effects (APE) had not been previously surveyed for cultural resources. Although 79 percent of the area has been surveyed, all of the surveys are older than 5 years and two of the four are older than 10 years. According to standards established by the California State Historic Preservation Officer (SHPO), any survey more than 5 years old is considered out of date and should be resurveyed or at least rechecked through reconnaissance-level survey. Following these guidelines, a field survey of the entire project area was conducted in July 1999.

The field survey did not identify any prehistoric or historic archaeological sites within the APE for the proposed project. However, 12 buildings/structures are located within the APE. All of these were built between the 1960s and the 1990s and are used for commercial and infrastructure purposes, including five restaurants, two inns/hotels, one gasoline station, one oil facility, one gift shop and two bridges. None of these properties have been listed in the NRHP, CRHR, or have been given formal local designations of historical significance. All of these properties were found to qualify for treatment under the December 20, 1989 "Memorandum of Understanding (MOU) Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings, and Altered Pre-1945 Buildings," as updated in the "Interim Post-1945 MOU Guidelines," of July 7, 1997. They do not appear to be eligible for inclusion in the NRHP because they are less than 50 years old. Furthermore, none of the properties appear to be significant for purposes of CEQA.

One modified bridge of historic-period age was recorded along The Old Road over the Santa Clara River. Because this bridge is located directly adjacent to and north of the APE, the bridge was recorded as Temporary Site No. T-01. The bridge is described in detail and appropriate State of California, Department of Parks and Recreation forms are provided in the cultural resources inventory report (Chandler *et al.* 2000). The bridge appears to have been constructed in 1930 with alterations dating to the 1960s and 1970s.

A Negative Historic Property Survey Report, a Historic Architecture Survey Report MOU Short Form, and a Negative Archaeological Survey Report are provided in Appendix B.

### **3.15 VISUAL RESOURCES**

The Santa Clara River is located just north of the proposed project area and is designated as a Los Angeles County SEA. Another SEA is located approximately 1 mile southwest of the interchange. Refer to Section 3.9.4 for a more detailed explanation of the SEAs.



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## **4.0 ENVIRONMENTAL EVALUATION**

### **4.1 ENVIRONMENTAL EVALUATION OF THE PROJECT**

Table 4-1 presents the checklist that was used to identify physical, biological, social, and economic factors that might be affected by one or more of the proposed project alternatives. In many cases, available background information clearly indicates that the project would not affect a particular resource and, therefore, no environmental impacts are expected. A "no" answer in the first column documents this determination. If the answer is "yes" in the first column, then either it is known that there would be a significant environmental impact or there is not enough information to state that there would be no impact. The question of whether the potential impacts would be significant is answered in the second column (indicated by either a "yes" or a "unknown" answer). For all items, an explanation of the answers follows the table in Sections 4.1 through 4.16. Although no significant unavoidable impacts are expected as a result of project construction and operation, some environmental impacts would occur. However, most mitigation measures would already be included as part of the project that would reduce impacts to a level that is not significant. Section 4.17 provides a summary of these mitigations.

### **4.2 TOPOGRAPHY, GEOLOGY, AND SOILS (CHECKLIST ITEMS 1, 2, 3, 4, 5)**

#### **4.2.1 Impacts**

Given the hilly terrain near the existing I-5/Magic Mountain Parkway interchange and the nature of the proposed improvements, all alternatives would require substantial grading. Alternative 1 would require the excavation of approximately 224,450 cubic yards (cy) of soil; Alternative 2 would require the excavation of approximately 128,270 cy of soil; and Alternative 3 would require the excavation of approximately 207,190 cy of soil. However, no unique geologic or physical features would be destroyed.

The project site is far enough from the San Gabriel and San Andreas faults that it is outside the special study zone that would require additional seismic investigation. Reconfiguration of the existing interchange and other related improvements would not create unstable earth surfaces or increase exposure of people or property to geologic or seismic hazards because the new interchange would be required to meet current engineering standards for seismic safety.

The project site's proximity to the Santa Clara River indicates that the site is in (or very close to) an area susceptible to liquefaction (City of Santa Clarita 1991). However, reconfiguration of the existing interchange and related improvements would not create unstable earth surfaces or increase exposure of people or property to geologic or seismic hazards because the new interchange and improvements would be required to meet engineering standards for seismic safety.

Each of the project alternatives would involve reconstruction of the interchange and realignment of Magic Mountain Parkway. Soil erosion would potentially occur during construction. Exposure of soils in cleared areas increases erosion potential. This would potentially be significant given the proximity of the Santa Clara River. Erosion control is proposed as part of the project.

#### **4.2.2 Mitigation**

Potential for erosion due to wind would be minimized by adherence to South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust) and other SCAQMD requirements to reduce dust at the construction site. Erosion due to water would be minimized by limiting construction during

**Table 4-1  
Environmental Significance Checklist**

	<b>YES or NO</b>	<b>IF YES, IS IT SIGNIFICANT? YES or NO</b>
<b>PHYSICAL. Will the proposal (either directly or indirectly):</b>		
1. Appreciably change the topography or ground surface relief features?	yes	no
2. Destroy, cover, or modify any unique geological, paleontological, or physical features?	yes	no
3. Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?	no	
4. Result in unstable earth surfaces or increase the exposure of people or property to geological or seismic hazards?	yes	no
5. Result in or be affected by soil erosion or siltation (whether by water or wind)?	yes	no
6. Result in the increased use of fuel or energy in large amounts or in large amounts or in a wasteful manner?	no	
7. Result in an increase in the rate of use of any resource?	yes	no
8. Result in the substantial depletion of any nonrenewable natural resource?	no	
9. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	no	
10. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	no	
11. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	yes	no
12. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	yes	no
13. Result in the use of water in large amounts or in a wasteful manner?	no	
14. Affect wetlands or riparian vegetation?	yes	no
15. Violate or be inconsistent with Federal, State, or local water quality standards?	no	
16. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	no	
17. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	yes	no
18. Result in the creation of objectionable odors?	no	
19. Violate or be inconsistent with Federal, State, or local air standards or control plans?	yes	no
20. Result in an increase in noise levels or vibration for adjoining areas?	yes	no
21. Result in any Federal, State, or local noise criteria being equal or exceeded?	yes	no
22. Produce new light, glare, or shadows?	yes	no
<b>BIOLOGICAL. Will the proposal result in (either directly or indirectly):</b>		
23. Changes in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants?)	yes	no
24. Reduction of the numbers of or encroachment upon the critical habitat of any unique, rare or endangered species of plants?	yes	no
25. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	no	
26. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?	no	
27. Removal or deterioration of existing fish or wildlife habitat?	yes	no
28. Change in the diversity of species, or number of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	yes	no
29. Reduction of the numbers of or encroachment upon the critical habitat of any unique, rare or endangered species of animals?	yes	no
30. Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional, or state habitat plan?	no	
31. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	no	
<b>SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):</b>		
32. Cause disruption of orderly planned development?	no	
33. Be inconsistent with any elements of adopted community plans, policies, or goals?	no	

Table 4-1, Page 1 of 2

**Table 4-1 (continued)**  
**Environmental Significance Checklist**

	YES or NO	IF YES, IS IT SIGNIFICANT? YES or NO
34. Be inconsistent with a Coastal Zone Management Plan?	no	
35. Affect the location, distribution, density, or growth rate of the human population of an area?	no	
36. Affect life-styles, or neighborhood character or stability?	no	
37. Affect minority, elderly, handicapped, transit-dependent, or other specific interest group?	no	
38. Divide or disrupt an established community?	no	
39. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	no	
40. Affect employment, industry or commerce, or require the displacement of business or farms?	yes	no
41. Affect property values or the local tax base?	no	
42. Affect any community facilities (including medical, education, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	no	
43. Affect public utilities, or police, fire, emergency or other public services?	no	
44. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	yes	no
45. Generate additional traffic?	no	
46. Affect or be affected by existing parking facilities or result in demand of new parking?	yes	no
47. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	no	
48. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	no	
49. Result in alterations to waterborne, rail or air traffic?	no	
50. Support large commercial or residential development?	yes	no
51. Affect a significant archaeological or historical site, structure, object, or building?	no	
52. Affect wild or scenic rivers or natural landmarks?	no	
53. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	no	
54. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	yes	no
55. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?	no	
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>		
		<b>YES or NO</b>
56. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?		no
57. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts endure well into the future.)		no
58. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effect of other current projects, and the effects of probable future projects? It includes the effects of other projects which interact with this project and, together, are considerable.		no
59. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		no

Table 4-1, Page 2 of 2

the rainy season (October to April) and by containing construction runoff on the worksite. These measures would ensure that impacts would be mitigated to a level that is not significant. Refer to Section 4.4 for further discussion of erosion and its effects on water quality.

#### **4.3 USE OF NON-RENEWABLE RESOURCES (CHECKLIST ITEMS 6, 7, 8)**

Project construction would use some petroleum products, including diesel fuel. The amount of fuel consumed would not be excessive or wasteful, particularly since the interchange improvement would improve traffic flow, thereby reducing overall fuel consumption. There would be some consumption of other resources, including non-renewable resources, such as asphalt, sand and gravel, wood, and metals used for construction. However, the amount used would not be substantial, given the limited scale of the project. Therefore, the amount of non-renewable resources to be used would not be significant.

#### **4.4 HAZARDOUS MATERIALS (CHECKLIST ITEM 9)**

##### **4.4.1 Impacts**

Four potential hazardous waste sources have been identified in the project area, including a Chevron service station, a Mobil Oil Pipeline Company bulk storage terminal, potential lead contaminated soil along the freeway and roadways, and potential asbestos building materials in the Magic Mountain Parkway structure and buildings to be demolished (see Section 3.4 for details on these sources). Due to the existence of the Chevron service station and Mobil Oil Pipeline Company bulk storage terminal in the project area, the potential exists for petroleum hydrocarbon contamination.

Lead-contaminated soil may be located in the project area. Removal of any yellow pavement markings may produce debris that contains lead chromium that exceeds hazardous thresholds and may produce toxic fumes when heated.

Asbestos may be potentially present in buildings that would be demolished during the proposed project. Modification of the Magic Mountain Parkway structure presents potential exposure to ACMs. Potential ACM locations are inaccessible until exposed during construction activities.

The proposed project would potentially disturb the hazardous materials sources in the project area, thereby resulting in further release and hazard to workers and/or the surrounding environment. Thoroughly investigating these sources and performing remediation where necessary would reduce this impact to a less than significant level.

##### **4.4.2 Mitigation**

Prior to right-of-way acquisition and construction, soil and groundwater testing will be performed to determine if residual gasoline contamination from the Chevron service station remains within the planned construction zone. In addition, Alternative 3 will require relocating the monitoring and extraction wells currently in place at the service station.

Prior to right-of-way acquisition and construction in the vicinity of the Mobil Oil Pipeline Company bulk storage terminal, soil and groundwater testing will be performed to determine if petroleum hydrocarbon compounds exist within the planned construction zone.

An assessment including testing of soil and groundwater throughout the planned construction area will be made for the possible presence of lead. If aurally deposited lead-contaminated soil is used for the

proposed project, the DTSC variance will be adhered to and Caltrans guidelines developed for use with the DTSC variance will be followed within Caltrans' right of way. Removed yellow thermoplastic, yellow paint, and any lead impacted soil not covered by the DTSC variance will be deposited at a Class I disposal facility.

Soil and groundwater testing should be performed early in the Planned Specifications and Engineering (PS&E) phase. All testing and reports must conform to Caltrans requirements. All right-of-way acquisitions, including gifts of property, must conform to Caltrans requirements (Caltrans 2000).

Any buildings to be demolished will be assessed for the possible presence of asbestos containing building materials prior to acquisition. A SCAQMD permit for asbestos may be required for potential exposure to ACMs in the Magic Mountain Parkway structure and buildings to be demolished.

#### **4.5 HYDROLOGY, DRAINAGE, AND WATER QUALITY (CHECKLIST ITEMS 10, 11, 12, 13, 14, 15)**

##### **4.5.1 Impacts**

Given the nature of the project, the distance to the nearest wells, and the depth to groundwater, the project would not adversely affect groundwater or a public water supply.

No oceans, bays, inlets, or lakes are in the project vicinity, nor is the project area subject to inundation by flooding or tidal waves. The project is located near, but outside the Santa Clara River and the project would not affect any wetlands or riparian vegetation except within one unnamed ephemeral tributary where several Fremont cottonwood trees would be removed.

The reconstruction of the interchange and related improvements would involve soil disturbances. Exposure of soils in cleared areas would increase erosion potential. Short-term degradation of water quality would result from increased sedimentation during construction in the project vicinity. During the rainy season (October to April), the exposed sediments would potentially be transported off site, increasing sediment concentrations in the vicinity of construction. Construction impacts would be temporary and would decline as cleared areas became revegetated. Nevertheless, Caltrans requires strict adherence to water quality criteria, as well as Best Management Practices (BMPs) described by the RWQCB, Los Angeles Region.

##### **4.5.2 Mitigation**

Prior to construction, a Notice of Intent (NOI) will be submitted to the State Water Resources Control Board for coverage under the National Pollutant Discharge System (NPDES) Statewide General Permit No. CAS000001. Under the General Permit a Storm Water Pollution Prevention Plan (SWPPP) will be prepared.

Depending on site conditions, BMPs as described in the SWPPP would potentially include retention/desilting basins, silt fencing, weed free hay bales, and/or drainage diversion structures. In general, erosion due to water would be minimized by limiting construction during the rainy season and by containing construction runoff on the worksite. Additional measures are provided in Section 4.8, Biological Resources. These measures would ensure that erosion and water quality impacts would be mitigated to a level that is not significant.

Water would be needed for dust control and cleanup during the dry season. However, the project would not require large or wasteful amounts of water.

#### 4.6 AIR QUALITY (CHECKLIST ITEMS 16, 17, 18, 19)

##### 4.6.1 Impacts

Reconstruction of the interchange has no significant potential to alter air movement, moisture, temperature, or climate. No unusual or objectionable odors would be created as a result of this project.

In general, the U.S. Environmental Protection Agency (EPA) exempts interchange configurations from regional air quality analyses. However, projects (such as this one) that are located in CO and PM<sub>10</sub> nonattainment areas are required to have a determination for localized air quality impacts (Caltrans 1998). Potential construction and operational impacts are discussed below.

**Potential Construction Effects.** In general, construction activity for the I-5/Magic Mountain Parkway interchange and related improvements would result in the disturbance of land within a 78-acre work area under all action alternatives. Earthmoving operations, such as grading and clearing, would result in a short-term and temporary increase in fugitive dust, including inhalable PM<sub>10</sub>. Operation of heavy construction equipment, generators, and power tools would result in a short-term and temporary release of additional airborne pollutants. These estimated air emissions are shown in Table 4-2 (detailed assumptions are provided in Appendix A). The emissions estimates are conservative in terms of types and number of equipment used and days of construction. In addition, emissions estimates assume a 55 percent reduction in emissions from implementing dust control strategies, such as those contained within the SCAQMD Rule 403, Fugitive Dust.

**Table 4-2**  
**Summary of Construction Emissions**

	Emissions (tons/year)				
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	CO	SO <sub>x</sub>
Phase I construction emissions	1.4	23.5	21.8	10.9	2.3
Phase II construction emissions	1.7	27.3	50.5	12.6	2.7
Phase III construction emissions	0.9	13.2	13.9	6.3	1.3

Note: Construction Assumptions:

##### Phase I

Site acreage to be disturbed:

Silt/clay fraction of soils: 30%

Dust control effectiveness: 55%

Total construction days: 250 days

##### Phase II

Site acreage to be disturbed:

Silt/clay fraction of soils: 30%

Dust control effectiveness: 55%

Total construction days: 300 days

##### Phase III

Site acreage to be disturbed:

Silt/clay fraction of soils: 30%

Dust control effectiveness: 55%

Total construction days: 120 days

The SCAQMD identifies quarterly screening thresholds for potentially significant air quality impacts for certain types of land uses and activities. The threshold for grading is 177 acres. This project is well below that acreage but emissions estimates show that the project emissions exceed SCAQMD quarterly thresholds for NO<sub>x</sub> (all phases) and PM<sub>10</sub> (Phase II only). Emissions estimates may be reduced by refining the assumptions, including those for the construction schedule and equipment usage.

Realignment of the interchange and other improvements would potentially result in traffic delays during buildout of the alternatives. Traffic congestion would potentially increase at existing intersections and highway segments or at new locations if traffic is rerouted during construction. This would result in localized carbon monoxide concentrations in excess of current conditions during periods of sustained idling. Any potential increases would be short-term and would potentially be minimized to some extent by scheduling road closures such that they do not correspond to peak traffic periods. The construction area is within a commercially zoned area without frequent pedestrian use, so no sensitive receptors would be affected. Traffic routed through residential areas would potentially affect new sensitive receptors if major congestion occurred for a sustained period of time.

**Potential Operational Effects.** Implementation of the build alternatives would not cause or contribute to new violations of federal air quality standards, including ozone and localized carbon monoxide and PM<sub>10</sub> concentrations. The build alternatives would not result in an increase in traffic volumes; rather, they would reduce existing and future traffic congestion in the project area. As discussed in Section 4.12, Traffic and Transportation, the build alternatives would result in an improvement in the LOS from F to C and D or better for all intersections. This improved LOS would result in a decrease in vehicular idling time, which in turn would result in a decrease in localized carbon monoxide and PM<sub>10</sub> emissions. Benefits realized from the build alternatives include improvements to local and regional air quality from the improvements in traffic flow in the area. Under the No-Build Alternative (Alternative 1), traffic improvements would not be implemented, and the capacity of the interchanges, and subsequently the local air quality, would be degraded.

#### 4.6.2 Project Conformance Determination

The Federal Clean Air Act Amendments of 1990 require that, for a project to be in conformance, it has to be identified in the adopted plans and programs for the region. This includes the Air Quality Management Plan (AQMP) prepared and updated by the SCAQMD; and the RTIP and the Federal Transportation Improvement Program (FTIP) prepared and updated by the SCAG, and the LACMTA CMP/ CIP. The Interstate 5/Magic Mountain Parkway interchange and relate improvements project is included in the FTIP Amendment #98-05. The amendment was submitted to FHWA for approval on July 9, 1999 and approved on July 23, 1999. FHWA found that projects included in the amendment are in conformity in accordance with Sections 174 and 176 (c) and (d) of the Clean Air Act. In addition, the amendment has been coordinated with EPA and approved for inclusion into the California's 1998/99 to 2000/04 Federal Statewide Transportation Improvement Program (FSTIP). Therefore, the proposed project is in conformance and thereby exempts from further conformity analysis.

#### 4.6.3 Mitigation

Standard mitigation measures to reduce PM<sub>10</sub> emissions to avoid potentially significant air quality impacts, including the effect of residual impacts, are described below.

- Dust control strategies will follow the SCAQMD Rule 403, Fugitive Dust, and 403.1, Wind Entrainment of Fugitive Dust. They include use of water trucks or sprinkler systems to keep all areas of disturbed surface, vehicle movement, and open storage piles, damp enough to prevent dust from leaving the site.
- Vehicle speed on the disturbed area would be no more that 15 miles per hour.
- Any imported, exported, and stockpiled fill material would be covered. All trucks transporting material would be tarped from the point of origin.



- Construction equipment will be well maintained.

#### 4.7 NOISE (CHECKLIST ITEMS 20, 21)

The *Traffic Noise Analysis Protocol* (Caltrans 1998) contains Caltrans noise policies, which fulfill the highway noise analysis and abatement/mitigation requirements stemming from the following State and Federal environmental statutes, as well as CEQA and NEPA:

- Title 23, United States Code of Regulations, Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR 772); and
- Section 216 *et seq.* of the California Streets and Highways Code.

Any physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes must adhere to this *Traffic Noise Analysis Protocol* (Protocol). The proposed project, therefore, must adhere to this Protocol. Because the Protocol satisfies the requirements of 23 CFR 772, the Protocol also satisfies the noise analysis and abatement/mitigation requirements of FHWA outlined in *Highway Traffic Noise Analysis and Abatement Policy and Guidance* (FHWA 1995).

The Protocol is designed to evaluate the potential traffic and construction-generated noise impacts, and to determine reasonable and feasible noise abatement/mitigation for the proposed project. According to the Protocol, the proposed project must first be analyzed using a screening procedure (Caltrans 1998). If the proposed project passes the screening procedure, a detailed noise analysis is not required. If the proposed project does not pass the screening procedure, a detailed noise analysis is required including a traffic noise impact analysis and preliminary noise abatement design.

##### 4.7.1 Impacts

The proposed project would be subject to the City of Santa Clarita Noise Ordinance. This ordinance includes noise thresholds and measures to ensure that requirements of the ordinance is met. To ensure the project is in compliance with the Noise Ordinance, construction hours will be limited to 7 a.m. to 7 p.m., Monday through Friday, and 8 a.m. to 6 p.m. on Saturdays, unless traffic volumes or public safety warrant otherwise. No construction on Sundays and/or legally proclaimed holidays will occur. These conditions will be determined by City, County, or State officials. At the County level, the project site is classified as a Noise Impact Management Area by the Santa Clarita Valley Area Plan (a component of the Los Angeles County General Plan) due to the proximity of the freeway. The Noise Impact Management Area encompasses areas that are within a projected CNEL of 60 dB. The intent of the Management Area is to ensure that new noise sensitive land uses proposed within the 60 dB CNEL noise contour are adequately assessed to ensure that noise reduction measures are incorporated to meet County noise standards.

At the federal level, the U.S. EPA has published guidelines intended to protect the public health with an adequate margin of safety. In general, U.S. EPA recommends an outdoor noise limit of 55 dB Ldn and for all practical purposes, an indoor noise limit of 45 dB Ldn. The Ldn metric used by U.S. EPA is interchangeable with CNEL. This outdoor guideline is a general policy and is intended primarily for residential land uses. The FHWA design level for noise residential land use compatibility is 67 dB Leq. The Leq metric roughly translates to a CNEL of 73.5 dB.

The relevant portion of the California Administrative Code dealing with sound transmission standards is found in Title 25. The code requires acoustical insulation in areas subjected to more than 60 dB CNEL to reduce interior noise levels to 45 dB CNEL in any habitable room of a multiple-dwelling unit. The State Office of Noise Control has published guidelines to provide a community noise environment the state deems acceptable. For single family and duplex dwellings the recommended upper boundary for what the guidelines refer to as a normally acceptable exterior noise exposure is 60 dB CNEL. For multi-family dwellings the guidelines permit up to 65 dB CNEL in the normally acceptable category. The assumption is that normal construction practices would attenuate the exterior noise to an acceptable interior level. The guidelines also indicate that a noise exposure up to 70 dB CNEL would be conditionally acceptable on a showing that the building materials would, in fact, provide an acceptable interior level.

The Los Angeles County Board of Supervisors has adopted the policy that interior noise levels in residential buildings cannot exceed a CNEL of 45 dB. Standard construction techniques normally reduce interior noise by 20 to 25 dB. Therefore, if exterior noise levels do not exceed 65 dB, the structures would be in compliance with County policies.

The sensitive receptors in the immediate project vicinity are the residences that are currently being constructed located immediately west of the McBean Parkway intersection with Magic Mountain Parkway approximately 10 feet north of Magic Mountain Parkway. However, the proposed improvements along the eastern portion of Magic Mountain Parkway would consist of the minimal lane restriping. Restriping would not be expected to increase traffic levels or associated noise. The residences would not be impacted by the other proposed roadway improvements due to the distance from the construction area, which is located approximately 8,000 feet west of the residences. Therefore, noise impacts to these residences would not be considered significant.

The screening procedure for determining whether a noise study is required was used in accordance with the FHWA-approved Caltrans Traffic Noise Analyses Protocol for new highway construction and reconstruction projects (Caltrans 1998). The intersection of the project is federally funded and the federally approved screening procedures for the intersection were followed. The first step of the screening procedure is to determine if there are potentially impacted receivers in the project area. If there are no impacted receivers, no further analysis is necessary.

Since no sensitive receptors would be impacted with implementation of the proposed project, no impacts would be expected, and no further analysis is required. Noise impacts would be considered insignificant.

#### **4.7.2 Mitigation**

- To ensure the project is in compliance with the City of Santa Clarita Noise Ordinance, construction hours will be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, and between 8 a.m. and 6 p.m. on weekends, unless traffic volumes or public safety warrant otherwise. These conditions will be determined by City, County, or State officials.
- According to the City of Santa Clarita Noise Ordinance, no construction will occur on Sundays and/or legally proclaimed holidays.
- If noise impacts from construction activities unduly interfere with operations of businesses or residents, the applicant will erect temporary noise barriers where they do not restrict access to businesses or residences and where they do not affect visibility of businesses.

- The contractor will be required to comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.

#### 4.8 LIGHT AND GLARE (CHECKLIST ITEM 22)

##### 4.8.1 Impacts

To minimize traffic disruption, portions of the construction would likely occur at night, resulting in a temporary increase in light and glare. Glare would present a roadway hazard.

##### 4.8.2 Mitigation

The following measures will ensure glare or excess lighting would not occur during the proposed project:

- Construction - related lighting will be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.
- Highly reflective surfaces conducive to glare will not be used during construction.

Once constructed, this project would not add significant additional lighting or glare to the area.

#### 4.9 BIOLOGICAL RESOURCES (CHECKLIST ITEMS 23, 24, 25, 26, 27, 28, 29, 30, 31)

Impacts can be short- or long-term; for example, short-term or temporary impacts would occur during project implementation, and long-term impacts would result from the loss of vegetation and thereby loss of the capacity of habitats to support wildlife populations.

Impacts from the proposed project are discussed for each phase of the construction project below. Under the No-Action Alternative, construction would not occur and there would be no impacts to biological resources.

##### 4.9.1 Phase 1

###### *Significant Ecological Areas*

Construction activities for Phase 1 of the proposed project lie outside of the Santa Clara River and its adjacent floodplain; therefore, no direct and indirect effects on the Santa Clara River SEA (SEA 23) would occur. Therefore, no significant impacts are expected to occur to the Santa Clara SEA.

###### *Sensitive Natural Communities and Critical Habitat*

The APE for Phase 1 of the proposed project is landscaped with nonnative species. No sensitive natural communities occur within the APE for Phase 1; therefore, no significant impacts to sensitive natural communities would occur.

### ***Special-Status Botanical Resources***

The APE for Phase 1 of the proposed project is landscaped with nonnative species. No special-status botanical resources were observed within the APE for Phase 1; therefore, no significant impacts to any special-status botanical resources would occur.

### ***Special-Status Wildlife Resources***

Wildlife species that are tolerant of noise, light, and other human intrusions occur in the landscaped areas south of Magic Mountain Parkway within the APE for Phase 1. No special-status wildlife species or suitable habitat for these species was observed in this area. Wildlife species that do occur in these areas are expected to be able to move to suitable habitats away from the project area during construction and return when construction is complete. Therefore, no significant impacts to special-status wildlife resources are expected to occur within the APE for Phase 1 south of Magic Mountain Parkway.

### ***Waters of the United States and Wetlands***

No wetlands or waters of the United States occur within the APE for Phase 1; therefore, no significant impacts to these resources would occur.

## **4.9.2 Phase 2**

### ***Significant Ecological Areas***

Implementation of Phase 2 of the proposed project would potentially impact the Santa Clara River SEA indirectly due to potential erosion from the construction site and elevated noise levels from construction activities associated with widening the northbound and the southbound ramps, realignment of The Old Road, and widening of Magic Mountain Parkway. Since the realignment would not cross the Santa Clara River, there would be no encroachment or direct impacts to the Santa Clara River. Furthermore, all adverse impacts to water quality, vegetation, and wildlife within the SEA would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### ***Sensitive Natural Communities and Critical Habitat***

The APE for Phase 2 of the proposed project primarily contains nonnative grassland and areas landscaped with nonnative species. Valley oak woodland, however, would potentially be impacted by the realignment of The Old Road south of Magic Mountain Parkway. In addition, southern cottonwood-willow riparian forest habitat and the Santa Clara River would potentially be indirectly impacted by potential erosion from the construction site. Adverse impacts to these three habitats, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### ***Special-Status Botanical Resources***

The APE for Phase 2 of the proposed project primarily contains nonnative grassland and areas landscaped with nonnative species. Several valley oaks, however, occur in the valley oak woodland located within the APE west of The Old Road and south of Magic Mountain Parkway. No other special-status botanical resources were observed within the APE for Phase 2. Any adverse impacts to valley oaks, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### *Special-Status Wildlife Resources*

Implementation of Phase 2 of the proposed project would potentially impact special-status wildlife species within the Santa Clara River drainage indirectly due to potential erosion from the construction site and elevated noise levels from construction activities associated with widening of the northbound and the southbound ramps, realignment of The Old Road, and widening of the Magic Mountain Parkway. Special-status species that would potentially be impacted include the federal and state endangered unarmored threespine stickleback, least Bell's vireo, and possibly the southwestern willow flycatcher.

Phase 2 of the proposed project would be located on the northern and southern approaches to the I-5 bridge. Improvements to the on- and off-ramps would occur on the I-5 bridge deck, above the Santa Clara River and would not require construction in the Santa Clara River, therefore, no direct impacts to biological resources are expected to result from construction of Phase 2 of the proposed project.

Construction of the approaches would increase noise levels during construction. However, noise level in the vicinity of I-5 are estimated to be in excess of 65 decibels (dBA). Increases in noise due to construction are expected to be minimal due to the ambient conditions associated with existing traffic noise. Additional construction noise for the on- and off-ramp improvements would not significantly impact wildlife due to the short duration and relative constant noise generated, similar to the existing traffic noise. Any adverse impacts to special-status wildlife species associated with elevated noise levels or potential erosion from the construction site would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### *Waters of the United States and Wetlands*

Implementation of Phase 2 of the proposed project would potentially impact the Santa Clara River indirectly due to potential erosion from the construction site. The Santa Clara River is considered waters of the United States under ACOE jurisdiction and is protected under Sections 404 and 401 of the Clean Water Act. Wetlands would be recognized within the Santa Clara River from bank to bank (Allen 1999). In addition, the Santa Clara River is protected by CDFG. All adverse impacts to water quality, vegetation, and wildlife within the Santa Clara River, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

#### **4.9.3. Phase 3**

### *Significant Ecological Areas*

Implementation of Phase 3 of the proposed project would directly impact the adjacent floodplain of the Santa Clara River, and therefore, impact the Santa Clara River SEA. Construction activities for the realignment of Magic Mountain Parkway would occur between Magic Mountain Parkway and the Santa Clara River and would result in the filling in of one unnamed ephemeral tributary of the Santa Clara River and the removal of several mature Fremont cottonwood trees and two coast live oak trees. In addition, construction of Phase 3 of Alternative 2 would potentially impact the Santa Clara River indirectly due to potential erosion from the construction site and elevated noise levels from construction activities. All adverse impacts to water quality, vegetation, and wildlife within the Santa Clara River SEA, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### ***Sensitive Natural Communities and Critical Habitat***

Implementation of Phase 3 of the proposed project would directly impact the adjacent floodplain of the Santa Clara River, and therefore, impact sensitive southern cottonwood-willow riparian forest. Construction activities for the realignment of Magic Mountain Parkway would occur between Magic Mountain Parkway and the Santa Clara River and would result in the filling in of one unnamed ephemeral tributaries of the Santa Clara River and the removal of several mature Fremont cottonwood trees. Any adverse impacts to this community, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### ***Special-Status Botanical Resources***

Implementation of Phase 3 of the proposed project would require the removal of at least two mature coast live oak trees and several mature Fremont cottonwood trees. Potential habitat for several sensitive plant species would also be impacted. Although not observed in the APE of the proposed project, these species include Nevin's barberry (federally endangered [FE], state endangered [E], California Native Plant Society List 1B [CNPS List 1B]), short-jointed beavertail (FSC, CNPS List 1B), slender mariposa lily (FSC, CNPS List 1B), Palmer's grapplinghook (FSC, CNPS List 2), and Pierson's morning-glory (FSC, CNPS List 4). Any adverse impacts to special-status botanical resources, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### ***Special-Status Wildlife Resources***

Implementation of Phase 3 of the proposed project would potentially indirectly impact special-status wildlife resources that occur in the Santa Clara River drainage due to potential erosion from the construction site and elevated noise levels from construction activities. Species that may be impacted include the federal and state endangered unarmored threespine stickleback, least Bell's vireo, and possibly the southwestern willow flycatcher. In addition, other sensitive wildlife species such as the Cooper's hawk (CSC) may be impacted directly by the removal of habitat in the adjacent floodplain of the Santa Clara River. Any adverse impacts to special-status wildlife species, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

### ***Waters of the United States and Wetlands***

Implementation of Phase 3 of the proposed project would result in the filling in of one unnamed ephemeral tributary of the Santa Clara River that is considered waters of the United States under ACOE jurisdiction. Extension of a flood control outlet that is located in this tributary would also be required to allow storm runoff to flow underneath the realigned Magic Mountain Parkway. Implementation of Phase 3 of Alternative 2 would also potentially impact the Santa Clara River indirectly due to potential erosion from the construction site. The Santa Clara River is considered waters of the United States under ACOE jurisdiction and is protected under Sections 404 and 401 of the CWA. Wetlands are recognized within the Santa Clara River from bank to bank (Allen 1999). In addition, the Santa Clara River is protected by the CDFG. Any adverse impacts to this ephemeral tributary and the Santa Clara River, however, would be less than significant with the implementation of appropriate mitigation measures (see Section 4.9.5).

#### **4.9.4 Cumulative Impacts**

Cumulative effects result from the incremental effect of the project when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or entity undertakes such other actions.

Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Cumulative impacts to biological resources from the proposed project in conjunction with implementation of another Caltrans project, the Santa Clara River Bridge Replacement on Interstate 5 Project would be considered significant. The Santa Clara River Bridge Replacement on Interstate 5 Project would involve the replacement of the I-5/Santa Clara River Bridge from abutment to abutment. The current bridge structure has two separate spans, one for southbound traffic and one for northbound traffic. The new bridge would be constructed into one structure. The bridge replacement would also result in deeper pier footings that are anticipated to be constructed 100 feet deep. The duration of the Santa Clara River Bridge Replacement on Interstate 5 Project would be 2 years.

Phases 1 and 2 of the proposed project would be dependent upon completion of the Santa Clara River Bridge Replacement on Interstate 5 Project. Therefore, construction of Phases 1 and 2 of the proposed project is scheduled to occur simultaneously with the proposed Santa Clara River Bridge Replacement on Interstate 5 Project. The Santa Clara River Bridge Replacement on Interstate 5 Project is anticipated to impact jurisdictional waters of the United States and wetlands and potentially impact the federal and state endangered unarmored threespine stickleback, least Bell's vireo, and possibly the southwestern willow flycatcher (Caron 1999). The Santa Clara River SEA and southern cottonwood-willow riparian forest would also be impacted.

The proposed project's contribution to potential cumulative impacts, however, is not anticipated to be significant with implementation of appropriate scheduling to avoid sensitive species breeding and nesting seasons in addition to other project-specific mitigation measures (see Section 4.9.5).

#### **4.9.5 Mitigation**

To reduce biological resource impacts resulting from the proposed project, mitigation measures should include:

- Avoiding the impacts altogether by not taking a certain action or parts of an action;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; or
- Compensating for the impact by replacing or providing substitute resources or environments.

A Natural River Management Plan (NRMP) (ACOE and CDFG 1998) was developed for projects and activities carried out by the Valencia Company in the Santa Clarita Valley that may affect the Santa Clara River. The plan specifies mitigation measures for projects requiring an ACOE 404 permit and/or a CDFG 1601/1603 Streambed Alteration Agreement. A 404 permit (Permit Number 94-00504-BAH) was issued by the ACOE, a Streambed Alteration Agreement and Incidental Take permit (Numbers 5-502-97 and 2081-1998-49-5 respectively) were issued by CDFG, and a Waste Discharge Requirement (Order Number 99-104) was issued by RWQCB.

The following mitigation measures will be required to reduce impacts to biological resources to a less than significant level:

1. Construction of all phases of the project will be in compliance with the NRMP. Mitigation for each phase will be consistent with permit conditions contained in U.S. ACOE Permit Number 94-00504-BAH, California Department of Fish and Game Streambed Alteration Agreement Number 5-502-97, California Incidental Take Permit Number 2081-1998-49-5, and California Regional Water Quality Control Board Waste Discharge Requirement Order Number 99-104. Copies of these documents are on file with the Valencia Company.
2. The Valencia Company will apply for an amendment to the existing Section 404 and 1603 permits and, if necessary, to the existing Section 401 permit for the proposed project. If any focused plant surveys for the Nevin's barberry, short-jointed beavertail, slender mariposa lily, Palmer's grapplehook, and Pierson's morning glory are required, they will be specified in the approved permit amendment. Caltrans' Office of Environmental Planning will be kept informed on the outcome of any focused plant surveys.
3. A tree survey and report will be prepared to assess the health, size and number of trees in the APE consistent with the Los Angeles County and the City of Santa Clarita Oak Tree Preservation Ordinances. Oak and cottonwood trees will be avoided and protected to the maximum extent feasible through the following methods:
  - All trees within 25 feet of ground disturbance or staging areas will be identified on project construction plans and be temporarily fenced with orange fencing or equivalent during construction activities. The fencing will be installed 6 feet outside the dripline of each oak and cottonwood tree and staked every 6 feet.
  - Equipment storage and staging areas will be located 6 feet outside the dripline of all oak and cottonwood trees and shown on all construction plans.
  - Cottonwood trees will be replanted on a 3 to 1 replacement basis (as specified in the NRMP) in the proposed cottonwood forest revegetation site for the Caltrans Santa Clara River Bridge Replacement on Interstate 5 project in the Santa Clara River. Cottonwood trees will be grown from locally obtained seed, planted prior to the winter rainy season, irrigated, and maintained until established as specified by CDFG regulations noted in the NRMP.
  - Any oak tree removed and or damaged will be replaced consistent with the Los Angeles County and City of Santa Clarita's Oak Tree Preservation Ordinance. A permit to remove any oak trees will be obtained from the County of Los Angeles or the City of Santa Clarita. Within Caltrans right-of-way, additional Caltrans mitigations will be required. The large valley oak tree located northwest of the interchange for Magic Mountain Parkway and The Old Road will be avoided as specified in the Oak Tree Permit and avoidance of this tree will be incorporated during the final project design stage.

### *Cumulative Impacts*

To reduce cumulative impacts resulting from all construction projects in the area, construction for all phases of the proposed project within 300 feet of the Santa Clara River will be scheduled to avoid the



breeding and nesting season of birds in the Santa Clara River, defined as March 1 through August 31. A biological monitor will survey the area for active nests prior to construction activities. If project activities cannot avoid the breeding bird season, active nests shall be avoided and provided with a minimum buffer (500 feet recommended for all raptor nests) as determined by a biological monitor. Coordination with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 project will include regulatory permitting, construction, and mitigation actions. This would limit repetitive disturbances to the Santa Clara River and special-status species.

#### **4.10 LAND USE PLANNING (CHECKLIST ITEMS 32, 33, 34, 42, 47, 50, 55)**

Reconstruction of the interchange and related improvements would not cause disruption of orderly planned development. Rather, it would relieve congestion at an already impacted interchange and provide the capacity needed to accommodate future growth in the area. The Circulation Element of the City General Plan acknowledges that in order to accommodate projected traffic conditions in the area, roadway improvements are necessary. As such, the proposed project would be consistent with the City General Plan. The Land Use Policy Map in the Los Angeles County General Plan also shows essentially buildout in the project area. The map identifies primary land uses in the area as Major Commercial, Industrial, Open Space (now a golf course), Non-Urban, and SEA. Refer to Section 3.9.4 for a more detailed explanation of the SEA.

The proposed improvements to Magic Mountain Parkway are included in the 1998–2005 RTIP although the interchange improvement is not. Therefore, the entire project is not included in with this plan (SCAG 1998a).

The project site is not located within or adjacent to any Coastal Zone and would, therefore, have no potential to affect any Coastal Zone Management Plan. In addition, the project would not result in the use of any publicly-owned land from a park or recreation area, or wildlife and waterfowl refuge.

Reconfiguration of the interchange would take place primarily within the Caltrans right-of-way. However, additional Caltrans right-of-way areas would be required, the majority of which would be acquired from the Valencia Company. Most parcels required are currently being used as a Caltrans maintenance easement for access to the Santa Clara River Bridge. In addition, some businesses would be affected by all three alternatives. A discussion of the businesses requiring full takes (relocation) and partial takes (minor modifications) is provided in Section 4.11.

There are no community facilities in the project area and no off-site community facilities would be affected by this project.

#### **4.11 POPULATION AND SOCIOECONOMICS (CHECKLIST ITEMS 35, 36, 37, 38, 39, 40, 41)**

Reconfiguration of the interchange would take place primarily in the existing Caltrans right-of-way although additional right-of-way would be required for all of the alternatives. The majority of right-of-way would be acquired from the Valencia Company. The project would not divide an existing community; however, the additional right-of-way required for all alternatives would disrupt some existing businesses. No farms or residences would be affected by the project.

A summary of the businesses affected by each alternative is provided here. More detailed information is provided in a Relocation Impacts Study, which is available under separate cover for review (Tetra Tech 1999d). For Alternative 1, full takes (requiring relocation) would be likely for the El Torito and

Hamburger Hamlet restaurants and the Chevron gas station. Partial takes (requiring minor modifications to sidewalks, landscaping, and parking) would be likely for the Marie Callendar's and Wendy's restaurants, the river area, Southern California Edison, and Valencia Company land along The Old Road and Magic Mountain Parkway.

For Alternative 2, full takes would be likely for the El Torito and Wendy's restaurants and the Chevron gas station. A large "Six Flags" theme park sign would also need to be relocated. Partial takes would be likely for the Marie Callendar's, Hamburger Hamlet, and Red Lobster restaurants, the river area, Southern California Edison, the Ranch House Inn, and Valencia Company land along The Old Road and Magic Mountain Parkway.

For Alternative 3, a full take would be likely for the Chevron gas station. Partial takes would be likely for the Marie Callendar's and Wendy's restaurants, the river area, Southern California Edison, and Valencia Company land along The Old Road and Magic Mountain Parkway.

Growth in the Santa Clarita Valley has been increasing at a significant rate. The proposed interchange improvements are needed due to existing and projected traffic volumes and to alleviate existing and future traffic congestion from planned urban development. The project would not have the potential to affect the location, distribution, density, or growth rate of the population in the area, nor would it adversely affect life-styles or neighborhood character or stability. No minority, elderly, handicapped, transit-dependent, or other specific interest group would be adversely affected by the project.

Only a limited number of construction-related jobs would be generated from the project. Housing in the area would be adequate to accommodate the construction workers. No residences would be displaced or otherwise affected by the project.

Neither property values nor the local tax base would be affected by the project. Project funding would potentially come from a variety of sources, including state and federal sources. To date, \$10.4 million has been funded by Transportation Efficiency Act (TEA) 21.

#### **4.12 PUBLIC SERVICES AND UTILITIES (CHECKLIST ITEM 43)**

For all alternatives, existing utilities would need to be relocated. These include: two high pressure gas mains, six oil lines, a sewer main, a sewer force main, a water main, and typical cable television and telephone underground conduit. During construction, potential utility shutdowns would be coordinated with local utility companies regarding scheduling.

There may be limited short-term impacts on police (traffic control), fire, or emergency services during construction. This would be typical of any road improvement project since there may be a temporary increase in traffic congestion. These limited, short-term impacts would not be significant and improvements to the interchange would reduce traffic congestion in the long term.

#### **4.13 TRAFFIC AND TRANSPORTATION (CHECKLIST ITEMS 44, 45, 46, 48, 49)**

##### **4.13.1 Impacts**

The proposed Magic Mountain Parkway and related improvements would provide the necessary traffic mitigation for the projected traffic on Magic Mountain Parkway at the freeway interchange. The LOS would be improved from F to C and D or better for all intersections under all alternatives except for The Old Road/Magic Mountain Parkway intersection under Alternative 1.

This project would be consistent with the transportation planning for this area.

All alternatives would result in temporary disruptions of traffic during construction. The ramps, separation, The Old Road, and portions of Magic Mountain Parkway would require reconstruction in areas that conflict with existing facilities. There is limited opportunity to re-route traffic to alternate routes and, although some available capacity exists on adjacent routes, no equivalent ADT excess capacity exists. Therefore, the majority of traffic would need to be maintained through the work areas.

The proposed project would not directly generate new traffic except for a small, temporary increase during construction, nor would it increase the demand for parking. The project would have long-term beneficial impacts by reducing traffic congestion in the project area.

The proposed project would not involve the storage, handling, or transportation of hazardous materials. It is likely that some vehicles using the interchange would transport hazardous materials and waste; however, this is also likely occurring under current conditions. The proposed project would help to alleviate congestion, hazardous traffic conditions and the traffic accident potential that could result in hazardous materials spills near the interchange. Refer to Section 3.4 for a discussion of other hazardous materials issues in the area.

The project does not involve waterborne, rail, or air traffic. Local or regional rail transportation would not be affected by the project.

The improvements discussed herein are required to serve the anticipated demand on the interchange. The improvements would allow for a greater traffic flow through the interchange from existing and future projects in the area. With project improvements, traffic would flow at an improved level of service. Therefore, project impacts with regard to traffic generation are not considered significant.

#### **4.13.2 Mitigation**

All three phases of construction would result in traffic delays. Traffic disruptions would occur as ramps are closed, roads are closed, traffic is diverted, and temporary roads are constructed. Mitigation measures to reduce the disruption will include phasing (staging) the project to avoid long duration closures, development of a Traffic Management Plan (TMP), and coordination between Caltrans, the City of Santa Clarita, and Los Angeles County. Construction of the proposed project would be coordinated with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 Project to minimize community impacts to the Santa Clara River. These measures would ensure that impacts would be mitigated to a level that is not significant.

#### **4.14 CULTURAL RESOURCES (CHECKLIST ITEM 51)**

##### **4.14.1 Impacts**

No prehistoric or historic archaeological sites would be affected by the proposed improvements to the interchange of I-5 and Magic Mountain Parkway because none have been identified within the APE. No further archaeological work is necessary unless project plans change to include unsurveyed areas. Should cultural materials be uncovered during construction, it is Caltrans' policy to discontinue work in the area of the find until the material can be evaluated by a Caltrans archaeologist (California Department of Transportation 1988).

Because none of the 12 structures located within the APE are 50 years old and none are eligible to the NRHP and CRHR, there will be no impact to these structures as a result of the proposed project.

Because The Old Road bridge over the Santa Clara River is located just outside the APE and would not be subject to impacts or modifications, it was not evaluated for eligibility to the NRHP or CRHR and no further work is required at this time. However, if alterations to the bridge would be considered as part of any of the project alternatives in the future, a formal evaluation of the bridge for eligibility to the NRHP and CRHR must be completed prior to the initiation of any construction and/or demolition that may affect the bridge. If determined eligible, impacts would have to be assessed in accordance with 36 CFR 800.5.

Site CA-LAN-2190H, the Southern Pacific Railroad bridge, is located approximately 175 meters (575 feet) away from the project area. Therefore, no impacts are expected to this bridge as a result of the proposed project.

#### **4.14.2 Mitigation**

Although no archaeological sites have been identified within the APE, there is a possibility for subsurface deposits to exist. In the event that subsurface deposits are encountered during any ground-disturbing activities, all work in the area of the find must stop until the resource is documented and evaluated by a qualified archaeologist. Pursuant to 36 CFR § 800.13(c) (revised June 17, 1999), newly discovered resources may be assumed to be eligible for the NRHP for the purposes of compliance with Section 106 of the National Historic Preservation Act. However, the National Register criteria used for the assumption of eligibility must be specified. The FHWA and Caltrans must be notified immediately of any newly discovered properties and a plan must be developed for the treatment of the resource. Avoidance of impacts should always be considered as the first and best option. When avoidance is not possible and adverse effects would occur, mitigation measures must be developed in consultation with SHPO and the Advisory Council on Historic Preservation (ACHP). Construction in the vicinity of the find should continue only after the above steps have been completed and approval has been given by FHWA and Caltrans. Procedures specified in CEQA 15064.5(f) (revised October 26, 1998) pertaining to the accidental discovery of historical or archaeological resources will also be followed.

If the historic-age bridge currently located north of the APE will be subject to alterations and is determined eligible for either the NRHP or CRHR, impacts to the bridge from the proposed project would need to be assessed. Appropriate mitigation measures should then be developed in consultation with the California SHPO and ACHP for any adverse effects to the bridge.

#### **4.15 VISUAL RESOURCES (CHECKLIST ITEMS 52, 53)**

The proposed project would not drastically alter the existing views, and therefore would not significantly impact the visual resources of the Santa Clara River or the SEAs.

The project area has no identified scenic resources or vistas, or national landmarks. Although the proposed reconstruction would be visible to the users in the area, this would not be significantly different from the existing freeway interchange.

#### **4.16 CONSTRUCTION-RELATED IMPACTS (CHECKLIST ITEM 54)**

All alternatives would generally allow continued use of the interchange and freeway during all phases of construction. However, some short duration closures would occur. Closures would occur at night or off-

peak times only. There also may be limited short-term impacts on noise, air quality, and drainage during the construction phase, typical of any road improvement construction.

As discussed in the air quality section (Section 4.5), project construction would result in short-term generation of dust and other emissions. Implementation of appropriate mitigation as required by the South Coast Air Quality Management District would reduce potential impacts.

As discussed in the hydrology, drainage, and water quality section (Section 4.4) and the biological resources section (Section 4.8), reconstruction of the interchange and related improvements would involve substantial soil disturbance, which would increase the sedimentation and erosion potential, thereby potentially affecting water quality. This is particularly important because of the proximity of the Santa Clara River. Sections 4.4 and 4.8 provide mitigations to reduce potential erosion and water quality impacts.

There would also be short-term impacts related to noise generation and the interruption of access during construction of improvements on the existing ramps. The contractor will be required to comply with all applicable codes governing the acceptable period of operation and allowable noise levels. Short-term impacts associated with construction are unavoidable and not considered to be significant.

#### **4.17 MANDATORY FINDINGS OF SIGNIFICANCE (CHECKLIST ITEMS 56, 57, 58, 59)**

A biological resources survey was conducted in June 1999 (Tetra Tech 1999c). Several sensitive biological resources occur in the project area that would potentially be directly or indirectly affected by erosion from the construction site and elevated noise levels from construction activities. However, with implementation of appropriate mitigation measures, these impacts would be less than significant. A cultural resources survey was conducted in July 1999. No cultural resources are known or expected to occur in the project area. Consequently, it is unlikely that construction or operation of the proposed interchange and related improvements would have the potential to substantially degrade the quality of the environment, substantially affect fish and wildlife habitat or populations, reduce or restrict the range of sensitive plant or animal species, or eliminate important examples of the major period of California history or prehistory.

The proposed interchange improvements have long-term benefits in terms of reducing existing and future traffic congestion and only minor, short-term construction impacts.

The proposed project is not expected to result in any significant impacts. Development of this and other projects in the area may contribute to cumulative impacts in the region. However, the proposed interchange improvements should alleviate some of the cumulative impacts that would result from extensive commercial, residential, and industrial development in the area. This includes primarily traffic impacts and associated air quality impacts.

Although the proposed interchange improvements would result in some environmental impacts, the improvements are not expected to result in any substantial, adverse, unmitigable impacts, either directly or indirectly. The analysis in Sections 4.1 through 4.15 provides information to support this conclusion. Section 4.17 summarizes mitigation measures identified in this chapter to offset potential project impacts.

#### 4.18 SUMMARY OF MITIGATION MEASURES

Although no significant unavoidable impacts would result from project construction and operation, some environmental impacts would occur. However, most measures are already included as part of the project and these would reduce impacts to a level that is not significant. The following is a summary of these mitigations.

##### *Hazardous Materials*

- Prior to right-of-way acquisition and construction, soil and groundwater testing will be performed to determine if residual gasoline contamination from the Chevron service station remains within the planned construction zone.
- Prior to right-of-way acquisition and construction in the vicinity of the Mobil Oil Pipeline Company bulk storage terminal, soil and groundwater testing will be performed to determine if petroleum hydrocarbon compounds exist within the planned construction zone.
- Soil and groundwater testing should be performed early in the Planned Specifications and Engineering (PS&E) phase. All testing and reports must conform to Caltrans requirements. All right-of-way acquisitions, including gifts of property, must conform to Caltrans requirements (Caltrans 2000).
- All conditions of the DTSC lead variance will be followed for use of lead-contaminated soil in construction. Removed yellow thermoplastic, yellow paint material, and any lead impacted soil not covered by the DTSC variance will be deposited at a Class I disposal facility.
- Any buildings to be demolished will be assessed for the possible presence of asbestos-containing building materials prior to acquisition. A SCAQMD permit for asbestos may be required for potential exposure to ACMs in the Magic Mountain Parkway structure and buildings to be demolished.

##### *Water Quality/Water Erosion*

- Prior to construction, a Notice of Intent (NOI) will be submitted to the State Water Resources Control Board for coverage under the National Pollutant Discharge System (NPDES) Statewide General Permit No. CAS000001. Under the General Permit a SWPPP will be prepared.
- BMPs as described in the SWPPP will be adhered to during all stages of the proposed project. These may include (depending on site conditions) retention/desilting basins, silt fencing, weed-free hay bales, and/or drainage diversion structures.

##### *Air Quality/Wind Erosion*

- Dust control strategies will follow the SCAQMD Rule 403, Fugitive Dust, and 403.1, Wind Entrainment of Fugitive Dust. They include use of water trucks or sprinkler systems to keep all areas of disturbed surface, vehicle movement, and open storage piles, damp enough to prevent dust from leaving the site.

- Vehicle speed on the disturbed area would be no more than 15 miles per hour.
- Any imported, exported, and stockpiled fill material would be covered. All trucks transporting material would be tarped from the point of origin.
- Construction equipment will be well maintained.

#### **Noise**

- To ensure the project is in compliance with the City of Santa Clarita Noise Ordinance, construction hours will be limited to 7 a.m. to 7 p.m., Monday through Friday, and 8 a.m. to 6 p.m. on Saturdays, unless traffic volumes or public safety warrant otherwise. These conditions will be determined by City, County, or State officials.
- According to the City of Santa Clarita Noise Ordinance, no construction will occur on Sundays and/or legally proclaimed holidays.
- If noise impacts from construction activities prove to unduly interfere with operations of businesses or residents, the applicant will erect temporary noise barriers where they do not restrict access to businesses or residences and where they do not affect visibility of businesses.
- Sound control requirements will have the contractor comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract.

#### **Light and Glare**

- Construction-related lighting will be hooded and directed so it does not shine directly upon adjoining property or public rights-of-way.
- Highly reflective surfaces conducive to glare will not be used during construction.

#### **Biological Resources**

- Construction of all phases of the project will be in compliance with the NRMP. Mitigation for each phase will be consistent with permit conditions contained in U.S. ACOE Permit Number 94-00504-BAH, California Department of Fish and Game Streambed Alteration Agreement Number 5-502-97, California Incidental Take Permit Number 2081-1998-49-5, and California Regional Water Quality Control Board Waste Discharge Requirement Order Number 99-104. Copies of these documents are on file with the Valencia Company.
- The Valencia Company will apply for an amendment to the existing Section 404 and 1603 permits, and if necessary, to the existing Section 401 permit for the proposed project. If any focused plant surveys for the Nevin's barberry, short-jointed beavertail, slender mariposa lily, Palmer's grapplehook, and Pierson's morning glory are required, they will be specified in the approved permit amendment. Caltrans' Office of Environmental Planning will be kept informed on the outcome of any focused plant surveys.

- Cottonwood trees will be replanted on a 3 to 1 replacement basis (as specified in the NRMP) in the proposed cottonwood forest revegetation site for the Caltrans Santa Clara River Bridge Replacement on Interstate 5 project in the Santa Clara River. Cottonwood trees will be grown from locally obtained seed, planted prior to the winter rainy season, irrigated, and maintained until established as specified by CDFG regulations noted in the NRMP.
- Any oak tree removed and or damaged will be replaced consistent with the Los Angeles County and City of Santa Clarita's Oak Tree Preservation Ordinance. A permit to remove any oak trees will be obtained from the County of Los Angeles or the City of Santa Clarita. Within Caltrans right-of-way, additional Caltrans mitigations will be required. The large valley oak tree located northwest of the interchange for Magic Mountain Parkway and The Old Road will be avoided as specified in the Oak Tree Permit and avoidance of this tree will be incorporated during the final project design stage.
- To reduce cumulative impacts resulting from all construction projects in the area, construction for all phases of the proposed project within 300 feet of the Santa Clara River will be scheduled to avoid the nesting and fledging season of birds in the Santa Clara River, defined as March 1 through August 31. A biological monitor will survey the area for active nests prior to construction activities. Coordination with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 project will include regulatory permitting, construction, and mitigation actions. This would limit repetitive disturbances to the Santa Clara River and special-status species.

### *Traffic*

- Construction will be phased (staged) to avoid long duration closures.
- A TMP will be prepared.
- All traffic disruption issues will be coordinated between Caltrans, City of Santa Clarita, and Los Angeles County. Construction of the proposed project will be coordinated with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 project to minimize community impacts to the Santa Clara River.

### *Cultural Resources*

- If, during project construction, cultural materials appear, work will stop in the immediate area. The District 7 Cultural Resource Staff, as well as the Environmental Planning Branch Chief and FHWA, will be notified upon such discovery and appropriate measures will be performed to mitigate the impacts to the resource. Work may only resume with approval from the Caltrans Archaeologist and FHWA.
- If the historic-age bridge currently located north of the APE will be subject to alterations and is determined eligible for either the NRHP or CRHR, impacts to the bridge from the proposed project would need to be assessed. Appropriate mitigation measures should then be developed in consultation with the California SHPO and the Advisory Council on Historic Preservation (ACHP) for any adverse effects to the bridge.



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## 6.0 DOCUMENT DISTRIBUTION LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS

This chapter provides a list of public officials, agencies, and organizations who will receive a copy of the Draft Initial Study/Environmental Assessment for review and comment.

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### **7.1 AGENCY COORDINATION**

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Aaron Allen, Los Angeles District, Regulatory Branch

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Maurice Cardenas, Biologist

#### **LOCAL/REGIONAL AGENCIES**

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Dean Radle  
Daryl Koutnik, Biologist  
Paul Halter and Richard Siden, Los Angeles County Flood Control Maintenance Department

#### **OTHER ORGANIZATIONS**

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### **7.2 PROJECT PERMITTING REQUIREMENTS**

The proposed project would affect one drainage of the Santa Clara River that is considered waters of the United States under jurisdiction of the ACOE and CDFG. Section 404 of the Clean Water Act requires a permit for discharge of dredged or fill material into waters of the United States. Construction in the drainage would also require a Streambed Alteration Agreement from the CDFG. Under Section 401 of the Clean Water Act, "Any applicant for a Federal license or permit to conduct any activity including but not limited to, the construction or operation of facilities, which may result in a discharge into navigable waters, shall provide the licensing or permitting agency a certification from the State...." Therefore, a Section 401 Water Quality Certification or waiver would also be required from LARWQCB.

A Natural River Management Plan (NRMP) (ACOE and CDFG 1998) was developed for projects and activities carried out by the Valencia Company in the Santa Clarita Valley that may affect the Santa Clara River. The plan specifies mitigation measures for projects requiring a ACOE 404 permit and/or a CDFG 1601/1603 Streambed Alteration Agreement. A 404 permit (Permit Number 94-00504-BAH ) was issued by the ACOE, a Streambed Alteration Agreement and Incidental Take permit (Numbers 5-502-97 and 2081-1998-49-5 respectively) were issued by CDFG, and a Waste Discharge Requirement (Order Number 7-104) was issued by RWQCB. The Valencia Company will apply for an amendment to the existing permits for the proposed project.

Most projects proposed within an SEA require individual site level analysis through a Conditional Use Permit (CUP) process with Los Angeles County and specific biotic surveys are required for review by the Los Angeles County Significant Ecological Area Technical Advisory Committee (SEATAC) as part of the environmental review process (County of Los Angeles 1990). Caltrans projects, however, are not subject to Los Angeles County permits, and therefore, the proposed project would be exempt from this process (Koutnik 1999). However, although development is not prohibited in SEAs, it should be designed to preserve the SEA and assure its ongoing viability according to the City of Santa Clarita General Plan (1991). Coordination with the City of Santa Clarita and Los Angeles County, therefore, is recommended to remain consistent with local policies.

According to the Los Angeles County Oak Tree Ordinance, oak trees located within unincorporated Los Angeles County will not be removed or encroached upon unless an oak tree permit is obtained first. An oak tree permit application must include an oak tree report that documents the location, size, and health of each oak tree that is greater than 8 inches in diameter when measured at 4½ feet above natural grade and located within 200 feet of the APE of the proposed project. Therefore, an oak tree permit from the County of Los Angeles is required for the proposed project for the removal of or encroachment on any valley oaks or other oaks located within unincorporated Los Angeles County (the area east and west of I-5).

The City of Santa Clarita also has an Oak Tree Preservation Ordinance that has requirements similar to those for Los Angeles County Oak Tree Ordinance. An oak tree permit is also required from the City of Santa Clarita to remove or encroach upon any oak tree located on public or private property in the City and that is greater than 6 inches in circumference when measured at 4½ feet above natural grade. The oak tree permit application also requires an oak tree report that documents the location, size, and health of each oak tree located within 200 feet of the APE of the proposed project. Therefore, an oak tree permit is required from the City of Santa Clarita for the proposed project for the removal of or encroachment on any coast live oaks or other oaks located within the City of Santa Clarita (the area east and west of I-5).

Table 7-1 provides a summary of the permits required for the proposed project.

A SCAQMD permit for asbestos may be required for potential exposure to ACMs in the Magic Mountain Parkway structure and buildings to be demolished.

**Table 7-1**  
**Permits Required for the I-5/Magic Mountain Parkway Interchange Improvements Project**

<b>Permit</b>	<b>Regulatory Agency</b>
Section 404 Permit Amendment <sup>1</sup>	USACOE
Section 401 Water Quality Certification <sup>2</sup>	LARWQCB
1603 Streambed Alteration Agreement	CDFG
Amendment	
Oak Tree Permit	County of Los Angeles Department of Regional Planning
Oak Tree Permit	Department of Community Development of the City of Santa Clarita

Notes: 1 - Consultation with the USFWS may be required pursuant to section 7 of the federal Endangered Species Act.  
2 - An amendment to the existing permit will be applied for, if necessary.

## 8.0 REFERENCES

- Army Corps of Engineers (ACOE)  
*Department of the Army Permit*. Permit Number 94-00504-BAH. Los Angeles District, U.S. Army Corps of Engineers. California.
- Army Corps of Engineers and California Department of Fish and Game (ACOE and CDFG)  
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- Austin-Foust Associates, Inc.  
1998b *Magic Mountain Parkway at I-5, Traffic Forecast Volumes*. September.
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1999a Query of the Rarefind Data Base (Newhall 7.5 Minute United States Geological Survey Quadrangle). Natural Diversity Data Base. Natural Heritage Division. California Department of Fish and Game. June 14.
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1999b *Special Plants List*. California Department of Fish and Game, Natural Diversity Data Base. January. Biannual publication, Mimeo. 119p.
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*Mitigation Measures and Mitigation Monitoring and Reporting Program (MMRP)*. Valencia Company, Revised Valencia Natural River Management Plan, CDFG Streambed Alteration Agreement, Notif. No. 5-502-97, CDFG Incidental Take Permit No. 2051-1998-49-5. California Department of Fish and Game, Region 5. San Diego, California.
- California Department of Fish and Game (CDFG)  
Valencia company Master 1603 Lake or Streambed Alteration Agreement [Notification No. 5-502-97]. California Department of Fish and Game, Region 5. San Diego, California.
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- California Department of Transportation (Caltrans)  
1999a Comments on the Preliminary Draft Interstate 5/Magic Mountain Parkway Interchange Improvements. (November 22). Los Angeles, California.
- California Department of Transportation (Caltrans)  
1999b *Project Study Report on Route 5 at the I-5/Route 126 (Magic Mountain Parkway) Interchange on Route 126 from I-5 to McBean Parkway*. Prepared by IWA Engineers. May 1999.
- California Department of Transportation (Caltrans)  
2000 Comments on the January 2000 Draft Initial Study/Environmental Assessment for the Interstate 5/Magic Mountain Parkway Interchange Improvements. (February 4, 10, and 14, 2000). Los Angeles, California.
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1999 Personal communication. California Department of Transportation, Los Angeles, California
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1991 *General Plan*.

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1996 *Negative Declaration for a Conditional Use Permit for a Commercial Parcel South of Magic Mountain Parkway.*

## Davis, Gene

1990 *Mobil M-70 Pipeline Replacement Project, Cultural Resource Survey Report.* Prepared for Mobil Oil Corporation. On file at the South Central Coastal Information Center, University of California, Los Angeles.

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## Halter, Paul

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## Hawthorne, Janice G.

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1986 *Preliminary Descriptions of the Terrestrial Natural Communities of California.* The Resources Agency, Department of Fish and Game, Sacramento, CA.

## Impact Sciences, Inc.

1997 *North Valencia Annexation Draft EIR.* Prepared for the City of Santa Clarita, Department of Community Development. August.

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1998a *Draft Environmental Impact Report, Westridge Project,* County Project No. 87-222 (5), Vesting Tentative Tract Map 45433, SCH No. 90011146. Prepared for Los Angeles County Department of Regional Planning. March.

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1998b *Final Environmental Impact Report, Westridge Project,* County Project No. 87-222 (5), Vesting Tentative Tract Map 45433, SCH No. 90011146. Prepared for Los Angeles County Department of Regional Planning. November.

## Koutnik, Daryl

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## Los Angeles County, Department of Regional Planning

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1993 *General Plan.*
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1999c *Draft Natural Environmental Study for the Caltrans I-5/Route 126 (Magic Mountain Parkway) Interchange Improvements Project*. Prepared for Tetra Tech, Inc., Infrastructure Southwest Group. September.

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1999e *Archaeological Survey for Improvements to I-5 and Magic Mountain Parkway, Los Angeles County, California*. September.

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1994 *Draft Least Bell's Vireo Survey Guidelines*. Ecological Services. Carlsbad Field Office, California. April 25.

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1993 *Archaeological Site Record, Site CA-LAN-2190H (FM-6H)*. Prepared by Fugro-McClelland (West), Inc., May 13, 1993. On file at the South Central Coastal Information Center, University of California, Los Angeles.

Zeiner, D.C., W.F. Laudenslayer, Jr., and K.E. Mayer

1988 *California's Wildlife. Volume I. Amphibians and Reptiles. California Wildlife Habitat Relationships System*. State of California, The Resources Agency, Department of Fish and Game. Sacramento, California. May 2.

Zeiner, D.C., W.F. Laudenslayer, Jr., K.E. Mayer, and M. White

1990a *California's Wildlife. Volume II. Birds. California Wildlife Habitat Relationships System*. State of California, The Resources Agency, Department of Fish and Game. Sacramento, California. November.



Zeiner, D.C., W.F. Laudenslayer, Jr., K.E. Mayer, and M. White  
1990b *California's Wildlife. Volume III. Mammals. California Wildlife Habitat Relationships System.* State of California, The Resources Agency, Department of Fish and Game. Sacramento, California. April.

**9.0 ENVIRONMENTAL DETERMINATION**

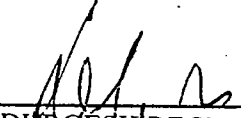
On the basis of this Initial Study, it has been determined that the appropriate environmental document for the proposal is a Negative Declaration. The proposal will not have a significant effect on the environment.



RONALD KOSINSKI  
Chief, Environmental Planning Branch



Date



DURGESH REGMI  
Project Manager



Date

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## 10.0 ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ACOE	U.S. Army Corps of Engineers
ACM	asbestos containing material
ADT	average daily traffic
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air quality Standards
Cal EPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CATV	cable and television
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQ	Council of Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvements Program
CMP	Congestion Management Program
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historic Resources
CSC	California species of special concern
CUP	Conditional Use Permit
CWA	Clean Water Act
cy	cubic yards
dB	decibel
dBA	A-weighted decibel
DHV	design hourly volumes
DPR	Draft Project Report
DTSC	California Department of Toxic Substances Control
E	state endangered
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Endangered Species Act
FE	federal endangered

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSC	federal species of concern
HOV	high occupancy vehicle
H <sub>2</sub> S	hydrogen sulfide
I-5	Interstate 5
ICU	Intersection Capacity Utilization
IS	Initial Study
ISA	Initial Site Assessment
IS/EA	Initial Study/Environmental Assessment
km/hr	kilometers per hour
LACDPW	Los Angeles County Department of Public Works
LACTMA	Los Angeles County Metropolitan Transportation Authority
LARWQCB	Los Angeles Regional Water Quality Control Board
Ldn	day-night average sound level
Leq	equivalent noise levels
LOS	Level of Service
mph	miles per hour
ND	Negative Declaration
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NRMP	Natural River Management Plan
O <sub>3</sub>	ozone
P	California Department of Fish and Game protected species
Pb	lead
PM <sub>10</sub>	particulate matter 10 microns or less in diameter
PRC	Public Resources Code
RCR	Route Concept Report
RCRA	Resource Conservation and Recovery Act
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments

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SCVCTM	Santa Clarita Valley Consolidated Traffic Model
SEA	Significant Ecological Area
SEATAC	Significant Ecological Area Technical Advisory Committee
SHELL	Subsystem of Highways for the Movement of Extralegal Permit Loads
SHPO	State Historic Preservation Officer
SO <sub>2</sub>	sulfur oxide
SR	State Route
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TEA	Transportation Efficiency Act
TMP	Traffic Management Plan
U.S.C.	U.S. Code
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife
UST	underground storage tank
vph	vehicles per hour

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## **A    ASSUMPTIONS FOR AIR QUALITY EMISSIONS CALCULATIONS**



## PHASE I-ASSUMPTIONS

### FUGITIVE DUST DATA INPUT SECTION:

	Site & Foundation Preparation	Facility Construction
PM <sub>10</sub> portion of fugitive TSP	30%	30%
area subject to surface disturbance	15 acres	15 acres
typical area disturbed on any one day	15 acres	15 acres
duration of activity phase on any area	60 days	190 days
dust control program effectiveness	55%	55%
Nominal Construction Period by Phase	60 days	190 days
Nominal Overall Construction Period	250 days	
Fugitive Dust PM <sub>10</sub> Rate, lbs/acre-day	10.8 lbs/ac-d	10.8 lbs/ac-d

### CONSTRUCTION VEHICAL DATA INPUT SECTION:

	Site & Foundation Preparation		Facility Construction	
	Number of Vehicles	Hours per Day	Number of Vehicles	Hours per Day
track-type tractor				
wheeled tractor				
cold planers and wheeled dozers	4	6	2	2
scraper				
motor grader				
wheeled loader	4	6	2	2
track-type loader				
off-highway truck	6	6	6	4
static and vibratory rollers			2	2
excavators/crawlers, trenchers				
concrete pavers, asphalt pavers	2	4	2	2
cranes and miscellaneous equipment			4	4

### Construction vehicle assumptions:

Construction Equipment Fuel Use Estimate, gallons/day:

Mean Fuel Consumption Rate, gallons/vehicle-hour:

Cumulative Hours of Heavy Equipment Use:

Total Cumulative Hours of Heavy Equipment Use:

1,051	484
11.4	8.6
5,520	10,640
16,160	

## PHASE I-EMISSIONS

Construction Phase	Construction Period Emissions (tons)				
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>
Site Preparation Emissions	0.5	9.3	3.8	0.9	5.4
Facility Construction Emissions	0.9	14.2	7.1	1.4	16.4
Total Construction Period Emissions	1.4	23.5	10.9	2.3	21.8

Nominal Site and Foundation Preparation Period:  
Nominal Facility Construction Period:

60 days  
190 days

Nominal Acre-Days for Site and Foundation Period:  
Nominal Acre-Days for Facility Construction:

900 acre-days  
2,850 acre-days

Equipment Use for Site and Foundation Preparation:  
Equipment Use for Facility Construction:

5,520 vehicle-hours  
10,640 vehicle-hours

Normalized Equipment Use, Site & Foundation Preparation:  
Normalized Equipment Use, Facility Construction:

6.13 hours/acre-day  
3.73 hours/acre-day

### Notes:

The PM<sub>10</sub> fraction of fugitive dust is based on typical silt plus clay content of project area soil types.

Areas subject to surface disturbance include the entire construction site during site and foundation preparation; facility footprints and areas paved early in the construction process are excluded from the disturbed area during actual facility construction.

Construction equipment numbers are estimated from construction site sizes and the nature of individual construction projects.

Dust control program effectiveness assumes implementation of comprehensive fugitive dust control practices.

### Data Sources:

Emission rate data and procedures from U.S. Environmental Protection Agency 1985 (AP-42, Volume II, Section II-7) and U.S. Environmental Protection Agency 1995 (AP-42, Volume I, Section 13.2.3).

Diesel vehicle exhaust TOG emission rates converted to ROG emission rates using 97.58% factor obtained from California Air Resources Board.

## PHASE II-ASSUMPTIONS

FUGITIVE DUST DATA INPUT SECTION:		Site & Foundation Preparation		Facility Construction	
PM <sub>10</sub> portion of fugitive TSP		30%		30%	
area subject to surface disturbance		30 acres		30 acres	
typical area disturbed on any one day		30 acres		30 acres	
duration of activity phase on any area		60 days		240 days	
dust control program effectiveness		55%		55%	
Nominal Construction Period by Phase		60 days		240 days	
Nominal Overall Construction Period			300 days		
Fugitive Dust PM <sub>10</sub> Rate, lbs/acre-day		10.8 lbs/ac-d		10.8 lbs/ac-d	

CONSTRUCTION VEHICAL DATA INPUT SECTION:		Site & Foundation Preparation		Facility Construction	
		Number of Vehicles	Hours per Day	Number of Vehicles	Hours per Day
track-type tractor					
wheeled tractor				2	2
cold planers and wheeled dozers		4	6		
scraper		2	6		
motor grader		2	4		
wheeled loader		4	6	2	2
track-type loader					
off-highway truck		6	4	6	4
static and vibratory rollers				2	2
excavators/crawlers, trenchers					
concrete pavers, asphalt pavers		2	4	2	2
cranes and miscellaneous equipment				4	4

### Construction vehicle assumptions:

Construction Equipment Fuel Use Estimate, gallons/day:

Mean Fuel Consumption Rate, gallons/vehicle-hour:

Cumulative Hours of Heavy Equipment Use:

Total Cumulative Hours of Heavy Equipment Use:

1,076	484
10.8	8.6
6,000	13,440
19,440	

## PHASE II-EMISSIONS

Construction Phase	Construction Period Emissions (tons)				
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>
Site Preparation Emissions	0.6	9.3	3.7	0.9	10.3
Facility Construction Emissions	1.1	18	8.9	1.8	40.1
Total Construction Period Emissions	1.7	27.3	12.6	2.7	50.4

Nominal Site and Foundation Preparation Period:  
60 days  
Nominal Facility Construction Period:  
240 days

Nominal Acre-Days for Site and Foundation Period:  
1,800 acre-days  
Nominal Acre-Days for Facility Construction:  
7,200 acre-days

Equipment Use for Site and Foundation Preparation:  
6,000 vehicle-hours  
Equipment Use for Facility Construction:  
13,440 vehicle-hours

Normalized Equipment Use, Site & Foundation Preparation:  
3.33 hours/acre-day  
Normalized Equipment Use, Facility Construction:  
1.87 hours/acre-day

**Notes:** The PM<sub>10</sub> fraction of fugitive dust is based on typical silt plus clay content of project area soil types.  
Areas subject to surface disturbance include the entire construction site during site and foundation preparation; facility footprints and areas paved early in the construction process are excluded from the disturbed area during actual facility construction.  
Construction equipment numbers are estimated from construction site sizes and the nature of individual construction projects.  
Dust control program effectiveness assumes implementation of comprehensive fugitive dust control practices.

**Data Sources:** Emission rate data and procedures from U.S. Environmental Protection Agency 1985 (AP-42, Volume II, Section II-7) and U.S. Environmental Protection Agency 1995 (AP-42, Volume I, Section 13.2.3).  
Diesel vehicle exhaust TOG emission rates converted to ROG emission rates using 97.58% factor obtained from California Air Resources Board.

## PHASE III-ASSUMPTIONS

FUGITIVE DUST DATA INPUT SECTION:	Site & Foundation Preparation	Facility Construction
PM <sub>10</sub> portion of fugitive TSP	30%	30%
area subject to surface disturbance	20 acres	20 acres
typical area disturbed on any one day	20 acres	20 acres
duration of activity phase on any area	30 days	90 days
dust control program effectiveness	55%	55%
Nominal Construction Period by Phase	30 days	90 days
Nominal Overall Construction Period	120 days	
Fugitive Dust PM <sub>10</sub> Rate, lbs/acre-day	10.8 lbs/ac-d	10.8 lbs/ac-d

## CONSTRUCTION VEHICAL DATA INPUT SECTION:

	Site & Foundation Preparation		Facility Construction	
	Number of Vehicles	Hours per Day	Number of Vehicles	Hours per Day
track-type tractor				
wheeled tractor			2	4
cold planers and wheeled dozers				
scraper	4	6		
motor grader	4	6		
wheeled loader	4	4		
track-type loader	4	6	2	4
off-highway truck				
static and vibratory rollers	6	4	6	4
excavators/crawlers, trenchers			2	4
concrete pavers, asphalt pavers	2	4		
cranes and miscellaneous equipment			4	4
			2	4

## Construction vehicle assumptions:

Construction Equipment Fuel Use Estimate, gallons/day:

Mean Fuel Consumption Rate, gallons/vehicle-hour: 1,276 545

Cumulative Hours of Heavy Equipment Use: 10.6 7.6

Total Cumulative Hours of Heavy Equipment Use: 3,600 6,480

10,080

## PHASE III-EMISSIONS

Construction Phase	Construction Period Emissions (tons)				
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>
Site Preparation Emissions	0.3	5.4	2.1	0.6	3.6
Facility Construction Emissions	0.5	7.8	4.3	0.8	10.3
Total Construction Period Emissions	0.8	13.2	6.4	1.4	13.9

Nominal Site and Foundation Preparation Period:  
 Nominal Facility Construction Period:

30 days  
 90 days

Nominal Acre-Days for Site and Foundation Period:  
 Nominal Acre-Days for Facility Construction:

600 acre-days  
 1,800 acre-days

Equipment Use for Site and Foundation Preparation:  
 Equipment Use for Facility Construction:

3,600 vehicle-hours  
 6,480 vehicle-hours

Normalized Equipment Use, Site & Foundation Preparation:  
 Normalized Equipment Use, Facility Construction:

6.00 hours/acre-day  
 3.60 hours/acre-day

### Notes:

The PM<sub>10</sub> fraction of fugitive dust is based on typical silt plus clay content of project area soil types.  
 Areas subject to surface disturbance include the entire construction site during site and foundation preparation; facility footprints and areas paved early in the construction process are excluded from the disturbed area during actual facility construction.  
 Construction equipment numbers are estimated from construction site sizes and the nature of individual construction projects.  
 Dust control program effectiveness assumes implementation of comprehensive fugitive dust control practices.

### Data Sources:

Emission rate data and procedures from U.S. Environmental Protection Agency 1985 (AP-42, Volume II, Section II-7) and U.S. Environmental Protection Agency 1995 (AP-42, Volume I, Section 13.2.3).  
 Diesel vehicle exhaust TOG emission rates converted to ROG emission rates using 97.58% factor obtained from California Air Resources Board.

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**B    NEGATIVE HISTORIC PROPERTY SURVEY REPORT**  
**(HPSR)**

## NEGATIVE HPSR FORM

California Department of Transportation

### 1. HIGHWAY PROJECT DESCRIPTION AND LOCATION

District	County	Route	Post Miles	Charge Unit	Expenditure Authorization
7	Los Angeles	Interstate 5	07-LA-126 PM 5.84/7.08 05-LA-05 PM 52.7/53.9	170	18700

Description: Interstate 5 (I-5)/Magic Mountain Parkway Interchange, Los Angeles County, California. Improvements consist of upgrading the freeway interchange at Magic Mountain Parkway (SR-126) and I-5 and widening and realigning Magic Mountain Parkway from The Old Road west of I-5 to Fairway's Entrance (and possibly to McBean Parkway) east of I-5.

### 2. AREA OF POTENTIAL EFFECTS

Description: The area of potential effects (APE) includes all portions of the I-5/Magic Mountain interchange and surrounding land that could be affected by the proposed improvements and related construction and road-widening/realigning efforts. A map of the APE is attached.

### 3. SOURCES CONSULTED

	Month/Year
<input checked="" type="checkbox"/> National Register of Historic Places and updates to:	<u>February 2000</u>
<input checked="" type="checkbox"/> OHP Databases of Determinations of Eligibility and updates to:	<u>February 2000</u>
<input checked="" type="checkbox"/> California Historical Landmarks and updates to:	<u>February 2000</u>
<input checked="" type="checkbox"/> California Points of Historical Interest and updates to:	<u>February 2000</u>
<input checked="" type="checkbox"/> California Inventory of Historical Resources	<u>February 2000</u>
<input checked="" type="checkbox"/> Caltrans Historic Highway Bridge Inventory	<u>February 2000</u>
<input checked="" type="checkbox"/> Archaeological Site Records	<u>February 2000</u>
<input checked="" type="checkbox"/> City of Los Angeles Historic-Cultural Monuments	<u>February 2000</u>
<input checked="" type="checkbox"/> Other (Historic maps on file at South Central Coastal Information Center [SCCIC])	<u>February 2000</u>

### 4. LIST OF ATTACHED DOCUMENTATION

- ☒ Negative Archaeological Survey Report
- ☐ Correspondence from SHPO
- ☒ Post-1945 MOU Short-form HASR
- ☒ Caltrans Historic Highway Bridge Inventory print-out
- ☒ Map of APE
- ☒ Other (Vicinity Map)

### 5. CALTRANS APPROVALS

Recommended for Approval:

*Maureen Kane*  
District 7 Heritage Resource Coordinator

3/1/00  
Date

Approved:

*Peter Kowalski*  
Chief, District Environmental Planning Branch

3/2/00  
Date



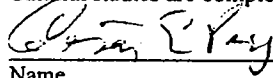
6. FHWA DETERMINATION

Check One:

- ☐ A. No cultural resources are present within or adjacent to the project's APE.
- ☒ B. The only cultural resources present within or adjacent to the project's APE are:
- ☒ Post-1945, Moved or Altered Pre-1945 buildings treated in accordance with the Post-1945 MOU
  - ☐ Buildings or structures previously determined ineligible in consultation with the SHPO
  - ☒ Bridges listed as Category 5 in the Caltrans Historic Highway Bridge Inventory

7. FHWA TRANSPORTATION ENGINEER APPROVAL

Cultural studies are complete and satisfactory. The requirements of 36 CFR § 800 have been completed.



Name

3/2/00

Date

## LOG OF BRIDGES ON STATE HIGHWAYS - DISTRICT 7

OCTOBER-1995

Location	Bridge Number	Structure Name or Description	Structure Types		City	Bridge Length	Width	Number of Spans	Route VC		Sidewalk Widths		Year Built	Year Wid/Ext	Permit Rating
			Main	Appr					Left	Right	Left	Right			
07-LA-5															
040.53	53 1519M	EAST CYN CHANN	CC		LA	11.8		2							
041.55	53 1548	RTE 5T/405 SEP	QBC		LA	108.2	10.9	2					1963		PPPPP
041.57	53 1133	RTE 5/405 SEP	CB		LA	68.2	34.7	1					1974		PPPPP
041.60		JCT RTE 405											1963		PPPPP
042.65	53 1115	ROXFORD ST UC	CBC		LA	44.8	54.2	3							
R 043.83	53 1990G	SAN FERN RD OH	QB			76.2	9.7	2					1963	1971	PPPPP
R 043.84	53 0730	SAN FERN RD OH	QBC		LA	116.7	58.2	4					1975		PPPPP
R 043.99	53 1989F	SW CONNECTR O	CBC		LA	239.3	9.7	8	7.62	7.62			1975		PPPPP
044.01		JCT RTE 210											1975		PPPPP
R 044.01	53 1985F	RTE 210/5 SEP	QBC		LA	189.9	19.2	5	4.80	4.77			1975		PPPPP
R 044.01	53 1985F	RTE 210/5 SEP	QBC		LA	189.9	19.2	5	5.41				1975		PPPPP
R 044.40	53 1011	LA AQUEDUCT CH	CS		LA	14.9		1					1955	1970	PPPPP
R 044.41	53 1012	LA AQUEDUCT	CG		LA	21.3	10.3	1					1970		PPPPP
R 044.43	53 1986	BALBOA BV OC	CBC			204.8	12.1	7	4.97	5.20	2.1	0.6	1971		PPPPP
R 044.81	53 1983	S TRUCK RTE SE	CB			42.6	59.1	1					1971		PPPPP
R 044.87	53 1984L	W SYLMAR OH	CBC		LA	167.9	27.4	6					1971		PPPPP
R 044.87	53 1984R	W SYLMAR OH	QBC-CBC			165.5	27.4	5					1971		PPPPP
R 045.25	53 1965K	SAN FERN RD OC	CBC		LA	150.0	7.3	4					1971		PPPPP
R 045.52	53 1960G	RTE 14/5 SOH	QBC-CBC			346.3	15.5	8	7.62	7.62			1971		PPPPP
R 045.52	53 1960G	RTE 14/5 SOH	QBC-CBC			346.3	15.5	8	7.18				1971		PPGOO
R 045.58		JCT RTE 14													
R 045.58	53 1960F	RTE 14/5 SOH	QB			482.3	15.5	10	7.62	6.93			1971		PPPPP
R 045.58	53 2795F	14/5 CONN & OH	QBC			482.3	15.5	10	7.62	6.93			1994		PPPPP
R 045.58	53 2795G	14/5 SEP & OH			LA	317.0	15.5	7					1994		PPPPP
R 045.69	53 1963F	SOUTH CONN OC	QBC-CBC			409.1	9.7	9	7.62	7.62			1971		PPPPG
R 045.69	53 1963F	SOUTH CONN OC	QBC-CBC			409.1	9.7	9					1971		PPPPG
C 045.73	53 2795G	14/5 SEP & OH			LA	317.0	15.5	7	7.62				1994		PPPPP
C 045.75	53 2795F	14/5 CONN & OH	QBC			482.3	15.5	10	7.62				1994		PPPPP
C 045.75	53 2795F	14/5 CONN & OH	QBC			482.3	15.5	10	7.62				1994		PPPPP
R 045.88	53 1959	N TRUCK RTE SE	CB			12.5	52.4	1					1971		PPPPP
R 046.58	53 1796	WELDON CYN OC	CBC			67.0	9.7	2	5.13	5.33	1.5		1967		PPPPP
R 047.83	53 2790L	GAVIN CANYN UC	QBC			233.2	20.1	3					1994		PPPPP
R 047.83	53 2790R	GAVIN CANYN UC	QBC			233.2	20.1	3					1994		PPPPP
R 049.03	53 1792L	CALGROVE BV UC	QB		SCTA	44.5	20.1	1					1967		PPPPP
R 049.03	53 1792R	CALGROVE BV UC	QB		SCTA	44.5	20.1	1					1967		PPPPP
R 049.20	53 2139M	WILEY CANYN CH	CC			18.2	52.4	3					1967		PPPPP
R 050.33	53 1783	PICO LYONS OC	SGA			96.9	14.0	2	4.72	5.18	1.5		1967		PPPPP
R 050.80	53 2809L	BUTTE CANYN BR	QB			46.3	20.7	1					1994		PPPOO
R 050.80	53 2809R	BUTTE CANYN BR	QB			46.3	20.7	1					1994		PPPPP
R 051.44	53 2057	MCBEAN PKWY O	SGA			86.2	9.7	2	5.63	5.38	1.5		1968		PPPPP
R 052.47	53 1815	VALENCIA BV OC	SGA		SCTA	75.0	9.7	2	5.99	5.18	1.5		1967		PPPPG
✓ R 053.55	53 1625L	RTE 5 126 SEP	CGC		SCTA	54.2	20.1	4					1964		PPPPP
✓ R 053.55	53 1625R	RTE 5 126 SEP	CGC		SCTA	54.2	20.1	4					1964		PPPPP
R 053.57		JCT RTE 126 RT											1964		PPPPP
R 053.70	53 0687L	SANTA CLARA R	SGA		SCTA	225.9	20.3	7					1964		XXXXX
R 053.70	53 0687R	SANTA CLARA R	SGA		SCTA	225.9	20.8	7					1964		XXXXX
R 053.94	53 0688L	SANTA CLARA OH	CGC		SCTA	48.4	20.1	3					1964		PPPPP
R 053.94	53 0688R	SANTA CLARA OH	CGC			48.4	20.1	3					1964		PPPPP
R 054.17	53 1688L	RYE CYN RD UC	QIH-CGH		SCTA	48.7	20.1	3					1964		PPPPP
R 054.17	53 1688R	RYE CYN RD UC	QIH-CGH		SCTA	48.7	20.1	3					1964		PPPPP
R 055.28	53 1871M	NEWHALL RH DRN	CC			7.9	25.6	2					1964		PPPPP
R 055.48		JCT RTE 126 LT											1964		PPPPP
R 055.48	53 1626G	RTE 126/5 SEP	CBC		SCTA	108.5	9.4	4	5.66	5.81	0.6		1964		PPPPP
R 055.48	53 1626G	RTE 126/5 SEP	CBC		SCTA	108.5	9.4	4			0.6		1964		PPPPP
R 055.48	53 2694G	RTE 126 5 SEP	CBC			108.5	9.4	4	5.33	5.43	0.6		1964		PPPPP
R 056.12	53 1807	HONOR RHO R OC	SGA			84.4	8.5	3	5.10	5.20	0.6	0.6	1968		PPPPP
R 056.26	53 0009L	CASTAIC CREEK	CBC			76.2	20.1	3					1968		PPPPP
R 056.26	53 0009R	CASTAIC CREEK	CBC			76.2	20.1	3					1968		PPPPP
R 056.60	53 1809	HASLEY CYN R O	SGA			67.6	8.5	2	5.13	5.41	0.6	0.6	1968		XXXXX
R 058.70	53 2353M	PARKER ROAD DN	CC			8.5	40.2	2					1968		PPPPP
R 059.01	53 1909	PARKER ROAD OC	CBC			70.7	10.9	2	5.05	5.00	1.5		1968		PPPPP
R 059.49	53 1908L	LK HUGHES R UC	CBC			57.9	25.0	3					1968		PPPPP
R 059.49	53 1908R	LK HUGHES R UC	CBC			57.9	20.1	3					1968		PPPPP
R 059.95	53 1902L	RTE 5 5 SEP S	QBC			148.1	20.1	4	5.05				1969		PPPPP
R 059.95	53 1902L	RTE 5 5 SEP S	QBC			148.1	20.1	4					1969		PPPPP
R 060.20	53 2014L	VIOLIN MAR CYN	MP			6.7	20.1	1					1969		PPPPP
R 060.52	53 0065R	PALOMAS WASH	CSC			14.0	20.1	2					1951	1969	PPPPP

DISTRICT 07

BRIDGE NUMBER	LOCATION CO-RTE-PM	STRUCTURE NAME	CITY	HISTORICAL SIGNIFICANCE
53 1604	LA -010-R00451	BUNDY DRIVE UC	LA	5
53 1605	LA -010-R00482	BARRINGTN A UC	LA	5
53 1606	LA -010-R00507	COLBY AVE PUC	LA	5
53 1608	LA -010-R00865	CORNING ST UC	LA	5
53 1608S	LA -010-R00865	CORNING ST UC	LA	5
53 1609	LA -010-R00883	LA CNG-VEN SEP	LA	5
53 1609S	LA -010-R00883	LA CNG-VEN SEP	LA	5
53 1610G	LA -010-R00901	BALLONA CREEK	LA	5
53 1611S	LA -010-R00902	BALLONA CREEK	LA	5
53 1612F	LA -010-R00914	BALLONA CREEK	LA	5
53 1615	LA -010-R00631	NATIONAL BL OC	LA	5
53 1616	LA -010-R00640	OVERLAND AV OC	LA	5
53 1617	LA -010-R00612	WESTWOOD BL UC	LA	5
53 1618	LA -605-R01867	GOLF COURS PUC	IDY	5
53 1619E	LA -405- 00346	ACCESS RD UC	LBCH	5
53 1620	LA -010-R00489	GATEWAY BLD UC	LA	5
53 1621L	LA -014- 03253	LOST CYN RD UC		5
53 1621R	LA -014- 03253	LOST CYN RD UC		5
53 1623	LA -010-R00556	SEPULVEDA B UC	LA	5
53 1625L	LA -005-R05355	RTE 5 126 SEP		5
53 1625R	LA -005-R05355	RTE 5 126 SEP		5
53 1626G	LA -005-R05548	RTE 126/5 SEP		5
53 1627G	LA -010-R00528	NORTHW CONN OC	LA	5
53 1628	LA -010-R00543	RTE 10/405 SEP	LA	5
53 1629F	LA -405- 02962	NE CONNECTR OC	LA	5
53 1630G	LA -405- 02943	SW CONNECTR OC	LA	5
53 1631	LA -605-R02009	S CONNECTOR UC	BWP	5
53 1631G	LA -605-R02009	S CONECTOR UC	BWP	5
53 1632	LA -605-R02017	RTE 605/10 SEP	BWP	5
53 1632H	LA -605-R02017	RTE 605/10 SEP	BWP	5
53 1633	LA -605- 02027	N CONNECTOR UC	BWP	5
53 1633G	LA -010- 03118	N CONN UC	BWP	5
53 1634	LA -010-R00599	COVENTRY PL UC	LA	5
53 1635S	LA -110- 02453	STADIUM WAY OC	LA	5
53 1637F	LA -010-R00565	SE CONNECTR OC	LA	5
53 1638G	LA -405- 02942	SEPULVEDA B UC	LA	5
53 1639L	LA -126-R00566	FRONTGE RD UC		5
53 1639R	LA -126-R00566	FRONTGE RD UC		5
53 1640	LA -010-R00576	MILITARY AV UC	LA	5
53 1641W	- -	W VALLEY BL PP	IDY	
53 1642M	LA -710- 02556	LAGUNA CHANNEL	MONP	5
53 1643M	LA -710- 02612	LAGUNA CHANNEL	MONP	5
53 1644	LA -170-R01563	CHANDLER BV OH	LA	5
53 1645	LA -605-R00581	ALONDRA BV UC	NRW	5
53 1646	LA -605-R00632	FAIRTON ST UC	NRW	5
53 1647	LA -605-R00640	EXCELSIOR DR U	NRW	5
53 1648	LA -605-R00681	ROSECRANS AV U	NRW	5
53 1649	LA -605-R00710	LEFFNGWELL PUC	NRW	5
53 1650	LA -605-R00734	FOSTER ROAD UC	NRW	5

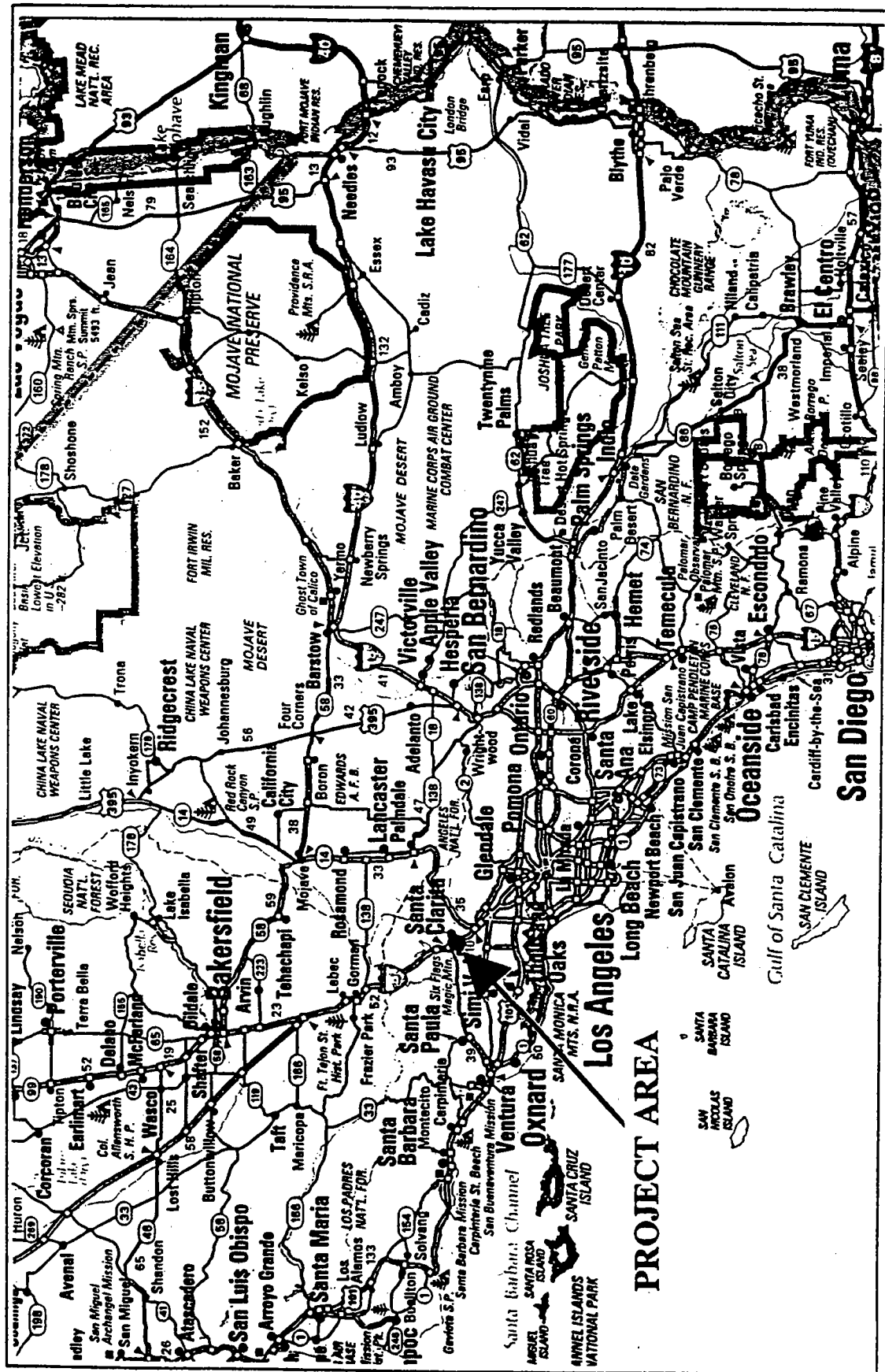
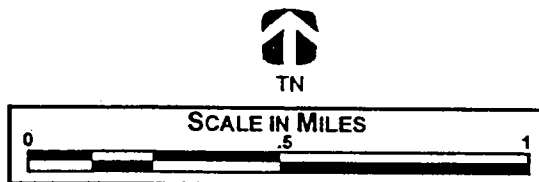
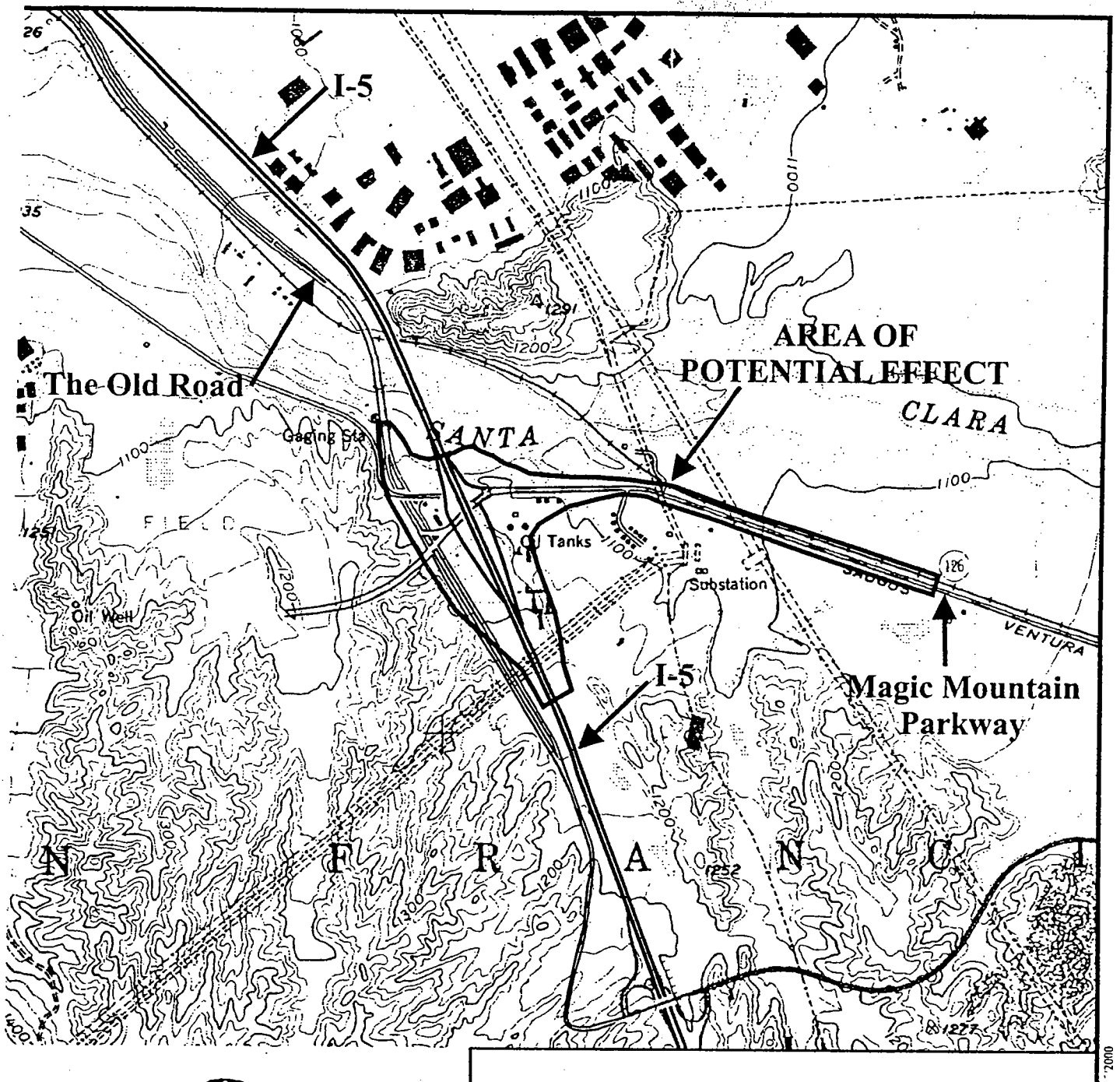


Figure 1

Project Vicinity, Los Angeles County, California

Source: RAND McNALLY Travel Atlas



*R. Kouski* *Chris E. Pay*  
 Caltrans District 7 Federal Highway Administration  
 Environmental Branch Chief Engineer  
 3/2/00

Source: USGS Newhall, California 7.5' topographic quadrangle, 1952 photorevised 1988

Figure 2 Area of Potential Effect, Los Angeles County, California

X:\GIS\10551-01-Rev1

DEPARTMENT OF TRANSPORTATION  
**NEGATIVE ARCHAEOLOGICAL SURVEY REPORT**  
 DPD-EP-25 (REV 2/83)

I. HIGHWAY PROJECT DESCRIPTION					
District 7	County Los Angeles	Route Interstate 5	Post Mile 07-LA-126 PM 5.84/7.08 05-LA-05 PM 52.7/53.9	Charge Unit 170	Expenditure Authorization 187000

Description: Interstate 5 (I-5)/Magic Mountain Parkway Interchange, Los Angeles County, California. Interchange improvements consist of upgrading the freeway interchange at Magic Mountain Parkway (SR-126) and I-5 and widening and realigning Magic Mountain Parkway from The Old Road west of I-5 to Fairway's Entrance (and possibly to McBean Parkway) east of I-5.

II. STUDY FINDINGS

No prehistoric materials or historic-period archaeological resources were observed within the project Area of Potential Effect (APE) and the potential for subsurface deposits is considered low. No further archaeological work should be necessary unless project plans change to include unsurveyed areas. If buried cultural materials are encountered in the immediate area during construction, it is Caltrans policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (Caltrans Environmental Handbook, Volume 2).

III. INTRODUCTION		
NAME(S) OF SURVEYOR(S)	QUALIFICATIONS	DATE(S) OF FIELDWORK
Evelyn N. Chandler	B.A. Anthropology, 10 years archaeological experience in California	July 9, 1999
Valerie M. Van Hemelryck	B.A. in progress, Anthropology, A.A., Anthropology, 7 years archaeological experience in California	July 9, 1999

PRESENT ENVIRONMENT:

The project area consists of rolling hills and fields surrounding a commercial area consisting of restaurants, hotels, a gas station, and the intersection of the I-5 and Magic Mountain Parkway. Natural vegetation in the project area consists of oak trees (*Quercus* spp.), dense low weeds, and grasses. Non-native eucalyptus trees (*Eucalyptus* sp.) were planted in a culvert bordering the I-5 freeway. Observed fauna include cottontail rabbits (*Sylvilagus audubonii*), small rodents, squirrels, and numerous bird species. The soil consists predominantly of coarse sand with gravel. Larger rocks are scattered throughout the project area. The project area is located at an elevation of approximately 1,100 and 1,200 feet above mean sea level. It is directly south of the Santa Clara River, 2½ miles west of Bouquet Canyon, and 3 miles north of Pico Canyon.

ETHNOGRAPHY:

The primary Native American group known to have occupied the region encompassing the project area is the Tataviam. Ethnographic resources consulted for group identification consist of Gorry 1998 and King and Blackburn 1978.

IV. SOURCES CONSULTED	
NATIONAL REGISTER OF HISTORIC PLACES [ X ]	Month and Year February 2000
CALIFORNIA INVENTORY OF HISTORIC RESOURCES [ X ]	Year 2000
CALIFORNIA HISTORICAL LANDMARKS [ X ]	Year 2000
ARCHAEOLOGICAL SITE RECORDS [ X ] (Name(s) of Institution(s)) California Historical Resources Information System, South Central Coastal Information Center, University of California, Los Angeles. February 2000.	

DEPARTMENT OF TRANSPORTATION  
NEGATIVE ARCHAEOLOGICAL SURVEY REPORT  
OTHER

The following sources were consulted:

The California Office of Historic Preservation Databases of Determinations of Eligibility, California Points of Historical Interest, City of Los Angeles Historic-Cultural Monuments, Historic Maps at the South Central Coastal Information Center, and the Caltrans Highway Bridge Inventory.

RESULTS

The record search conducted with the South Central Coastal Information Center located at the University of California, Los Angeles revealed that 5 surveys have been completed within 0.5 mile of the APE. Four of these surveys have included parts of the APE (Davis 1990; Hawthorne 1981; Peak and Associates 1992; Scientific Resource Surveys, Inc. 1989). These surveys have covered approximately 79 percent of the total APE. The surveys were all conducted between 1981 and 1992. One additional survey has been conducted just outside of and west of the project area (Sikand Engineering Associates 1978).

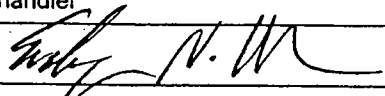
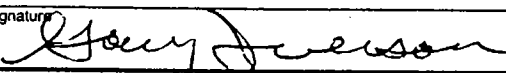
The record search identified no known cultural resources within the APE. One site has been recorded within 0.5 mile of the APE. The site (CA-LAN-2190H), a Southern Pacific Railroad bridge, was built in 1898. It is located approximately 175 meters (575 feet) north of the APE.

V. FIELD METHODS

Although the majority of the APE (approximately 80%) had been previously surveyed for cultural resources, a field survey of the entire APE was conducted on July 9, 1999 for this project. The APE was examined for evidence of cultural materials using systematic transect intervals of 10 to 15 meters apart. This transect interval was deemed appropriate based on the negative results of the record search and previous surveys in the area. During the field survey, general notes were taken on the environmental setting and condition of the project area, as well as disturbances including modern debris scattered in the area. No difficulties were encountered during the survey, which inhibited visibility of the ground surface. The entire APE was intensively surveyed. No prehistoric or historic-period archaeological sites were identified in the APE as a result of the field survey.

VI. REMARKS

VII. CERTIFICATION

Preparer Evelyn N. Chandler	Title Lead Archaeological Surveyor
Signature 	Date 3/1/00
Reviewer GARY IVERSON	Title SENIOR ARCHAEOLOGIST - CALTRANS
Signature 	Date 3/2/00

VIII. MAPS

District Location [ ] U.S.G.S. [X] Newhall, California 1952/1988 [photorevised]) Project (APE) Map [X] (See Negative HPSR Form)  
Quadrangle Name Date  
(Delineate area of actual survey on Project Map or largest scale map available.)

IX. PHOTOGRAPHS

YES [X] ( ) NO [ ] ATTACHED [X] (OPTIONAL)  
File Number

DEPARTMENT OF TRANSPORTATION  
NEGATIVE ARCHAEOLOGICAL SURVEY REPORT

X.

BIBLIOGRAPHY

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California Department of Transportation

1988 Environmental Handbook, Vol. II. State of California, Department of Transportation, Sacramento, California.

Davis, Gene

1990 *Mobil M-70 Pipeline Replacement Project, Cultural Resource Survey Report*. Prepared for Mobil Oil Corporation. On file at the South Central Coastal Information Center, University of California, Los Angeles.

Gorry, Conner

1998 Tataviam. In *The Gale Encyclopedia of Native American Tribes, Volume IV, California, Pacific Northwest, Pacific Islands*. Sharon Malinawski, Anne Sheets, Jeffrey Lehman, and Melissa Walsh Doig, editors. pp. 177-179.

Hawthorne, Janice G.

1981 Letter Report of Archaeological Survey in Valencia, California. Prepared for Sikand Engineering Associates, Van Nuys, California. On file at the South Central Coastal Information Center, University of California, Los Angeles.

King, Chester and Thomas C. Blackburn

1978 Tataviam. In *Handbook of North American Indians, Volume 8, California*, edited by R.F. Heizer, pp. 535-549. William C. Sturtevant, general editor. Smithsonian Institute, Washington DC.

Peak and Associates

1992 *Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project*. Prepared for L.W. Reed Consultants, Inc., Fort Collins, Colorado. On file at the South Central Coastal Information Center, University of California, Los Angeles.

Scientific Resource Surveys, Inc.

1989 *Archaeological Assessment, Reclaimed Water Distribution System, Los Angeles County, California, Preliminary Report*. Prepared for Kennedy/Jenks/Chilton, Irvine, California. On file at the South Central Coastal Information Center, University of California, Los Angeles.

Sikand Engineering Associates

1978 *Environmental Impact Statement, Magic Mountain Resort, Zone Case Number 6089 (5)*. On file at the South Central Coastal Information Center, University of California, Los Angeles.

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HISTORIC ARCHITECTURAL SURVEY REPORT – MOU SHORT FORM  
California Department of Transportation

I. HIGHWAY PROJECT DESCRIPTION					
District 7	County Los Angeles	Route Interstate 5	Post Miles 07-LA-126 PM 5.84/7.08 05-LA-05 PM 52.7/53.9  Kilo Post	EA 187000	Charge Unit 170

PROJECT DESCRIPTION

The proposed project consists of improvements to the interchange of Interstate Route 5 (Golden State Freeway) and State Route 126 (Magic Mountain Parkway), a distance of 1.35 miles (2.17 kilometers), in Los Angeles County. The project traverses the City of Santa Clarita and an unincorporated area in Los Angeles County, California. Right of way acquisitions are necessary at various locations for improvements associated with the proposed project.


**II. STUDY FINDINGS**

All of the properties listed below, and indicated on the attached map, were found to qualify for treatment under the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings, and Altered Pre-1945 Buildings," as updated in the "Interim Post-1945 MOU Guidelines," of July 7, 1997. They do not appear to be eligible for inclusion in the National Register of Historic Places because they are:

Post-1950 [ X ]      Moved [   ]      Substantially altered [   ]

**III. PROPERTY ADDRESSES**

SEE ATTACHED SHEETS

IV. FIELD METHODOLOGY	
Researcher 	Date 2/24/00

The properties in the study area for this project were reviewed  
in the field [   ]      from photographs [ X ]  
by the architectural historian named above who is specified in the MOU as being qualified to make the required determination.

**V. SOURCES CONSULTED**

National Register of Historic Places, updates to May 1999.....[ X ]  
California Inventory of Historic Resources.....[ X ]

California Historical Landmarks, 1996.....[ X ]  
California Points of Historical Interest, 1997.....[ X ]  
Caltrans Historic Bridge Inventory, 1986 .....[ X ]  
Other: Los Angeles County Current Assessor's Records, Assessor's Files and Assessor's Archives

#### VI. RESULTS OF RESEARCH

The buildings listed in the MOU Short Form are commercial buildings dating from the late 1960s through the 1990s. None exhibit exceptional architectural merit.

#### VII. REMARKS

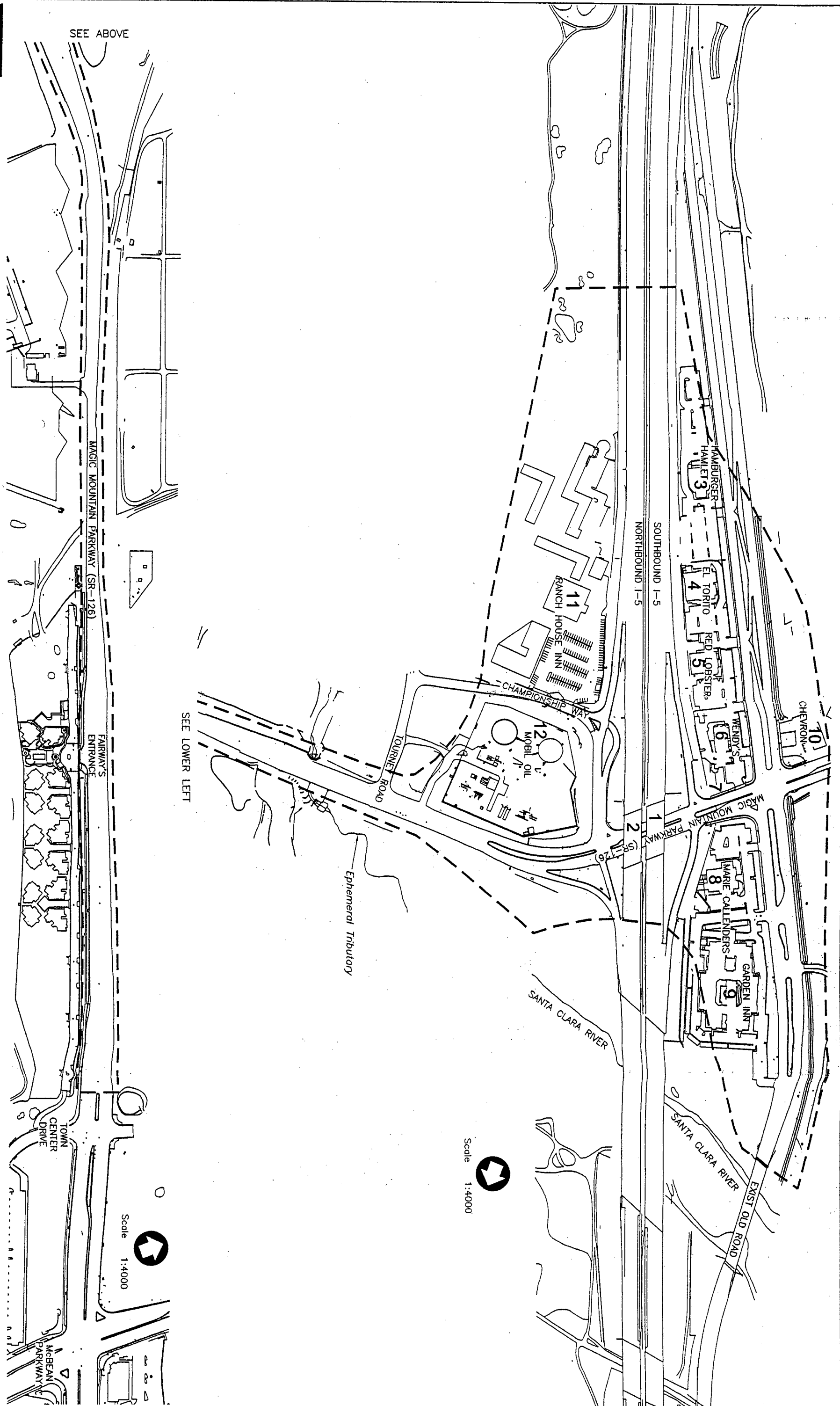
This report is intended to satisfy the historical aspects of cultural studies and does not reflect prehistoric archaeological concerns that may need to be addressed as part of a Historic Properties Survey Report.

#### VIII. ATTACHED DOCUMENTATION

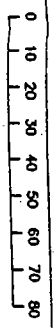
- A. Maps (See Negative HPSR Form)  
Project Location [ X ] Project Vicinity [ ] APE [ X ]  
U.S.G.S. [ X ] Quad: (Newhall, California) Date: (1952/1988)  
Sketch Map(s) [ X ] (Roadway Configurations with structures)
- B. Photographs [ X ] Date: (February 18, 2000)
- C. Other:

**CULTURAL RESOURCES INVENTORY FOR  
IMPROVEMENTS TO I-5  
AND MAGIC MOUNTAIN PARKWAY  
LOS ANGELES COUNTY, CALIFORNIA**

<b>Map Number</b>	<b>County Assessor's Parcel Number</b>	<b>Street Address</b>	<b>Property Description</b>	<b>Date of Construction</b>
1	N/A	Route 5/126	Bridge 1625 L	1964
2	N/A	Route 5/126	Bridge 1625 R	1964
3	2826376	27430 The Old Road Valencia	Hamburger Hamlet Restaurant	1989
4	2826374	27510 The Old Road Valencia	El Torito Restaurant	1985
5	2826373	27524 The Old Road Valencia	Red Lobster Restaurant	1986
6	2826371 and 2826372	27544 The Old Road Valencia	Wendy's Restaurant	1984
7		Located on the south-east corner of The Old Road and Magic Mountain Parkway	Six Flags Magic Mountain Gift Shop	1970
8	2826379	27630 The Old Road Valencia	Marie Callender's Restaurant	1983
9	28263711	27710 The Old Road Valencia	Hilton Garden Inn	1991
10	2826-008-032	27549 North The Old Road Valencia	Chevron Station USA	1985
11	2861-001-028	27413 Championship Way Valencia	Best Western Ranch House Inn	1965 1970 - 22 units 1977 - 64 units
12	Parcel 23-facility location  Parcels 33, 34-Mobil Oil Tanks	Land owned by Newhall Land & Farming 23823 Valencia Blvd. Valencia	Mobil Oil Complex	no date



FOR REDUCED PLANS  
ORIGINAL SCALE IS IN mm



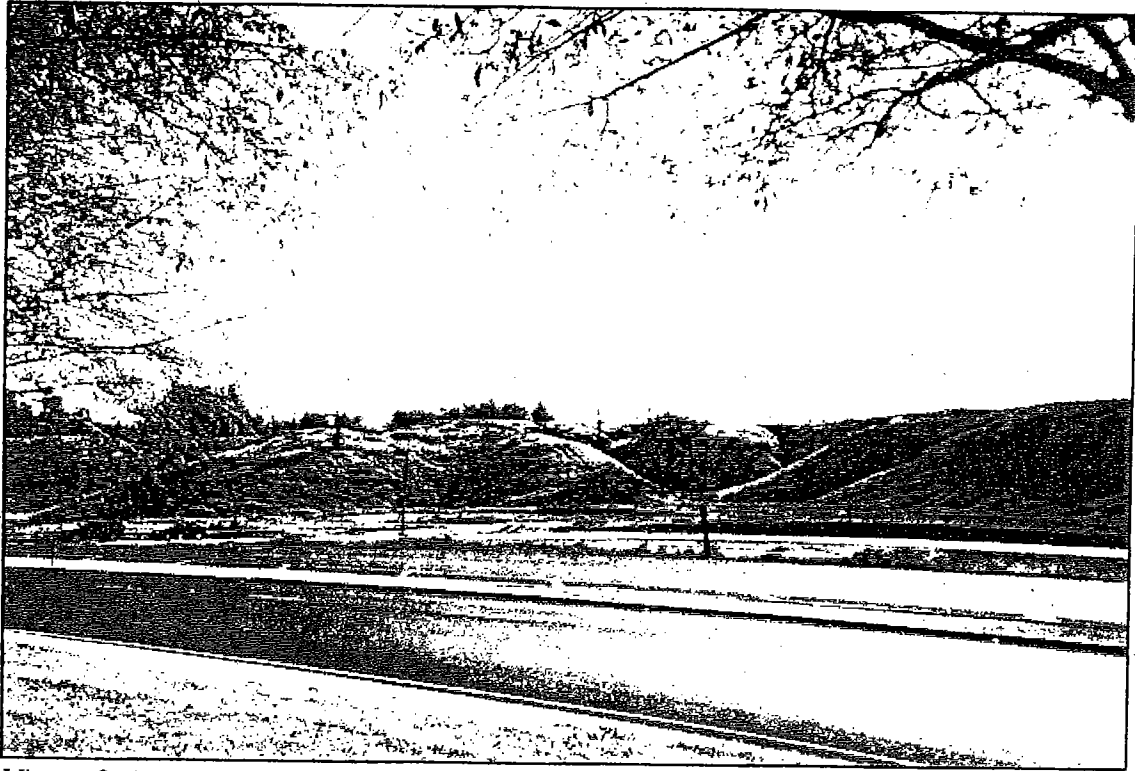
— APE



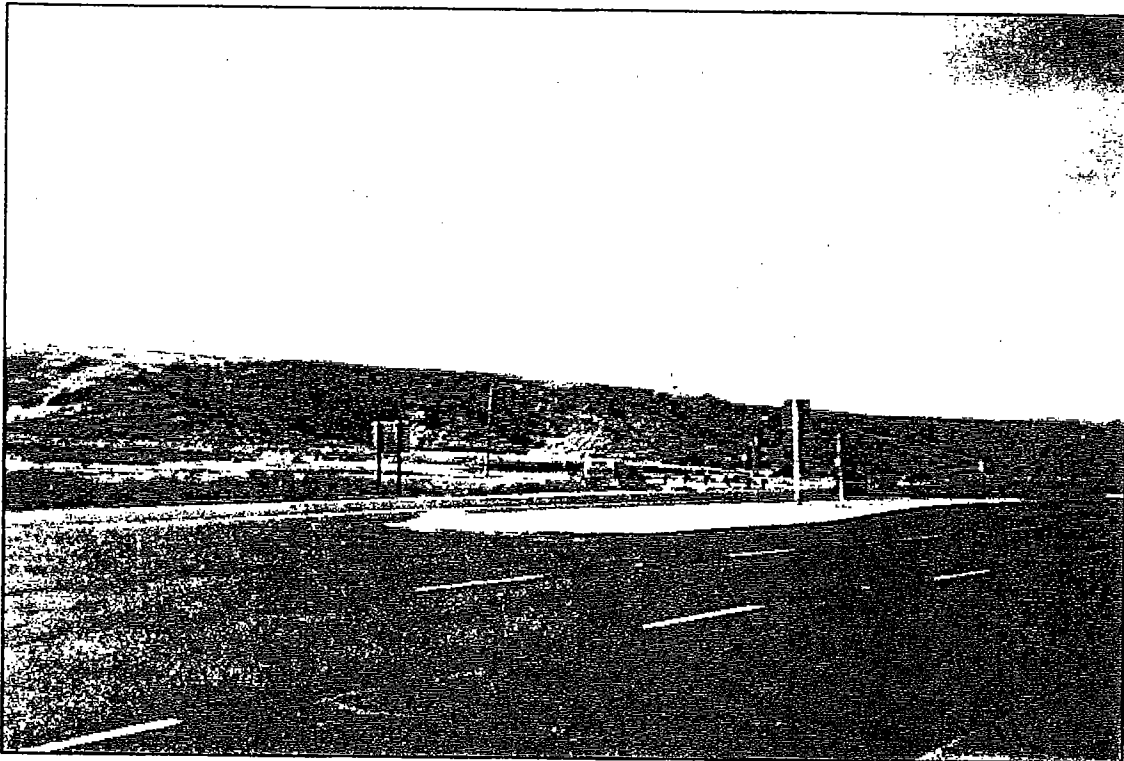
**IWA ENGINEERS**  
600 The City Parkway West, Suite 300  
Orange, CA 92668  
(714) 456-0165 Fax (714) 456-0161

**FIGURE 2-1**  
**I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE**  
**MAGNIFIED AREA OF POTENTIAL EFFECT (APE) MAP**

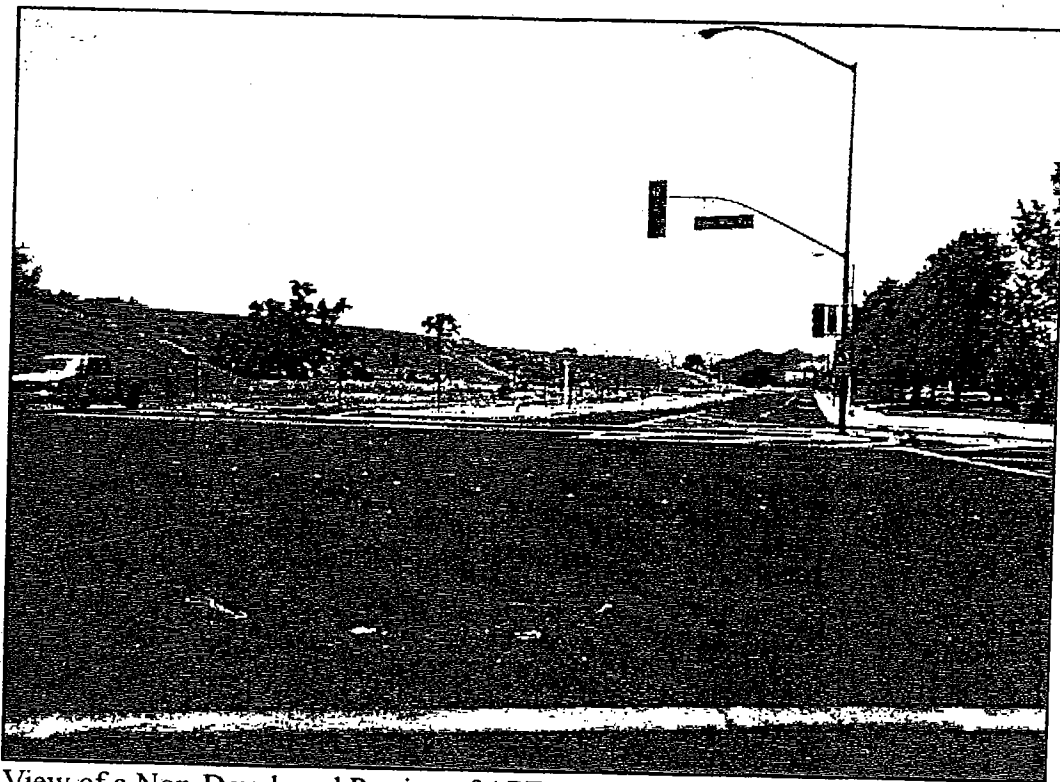




View of a Non-Developed Portion of APE Looking West



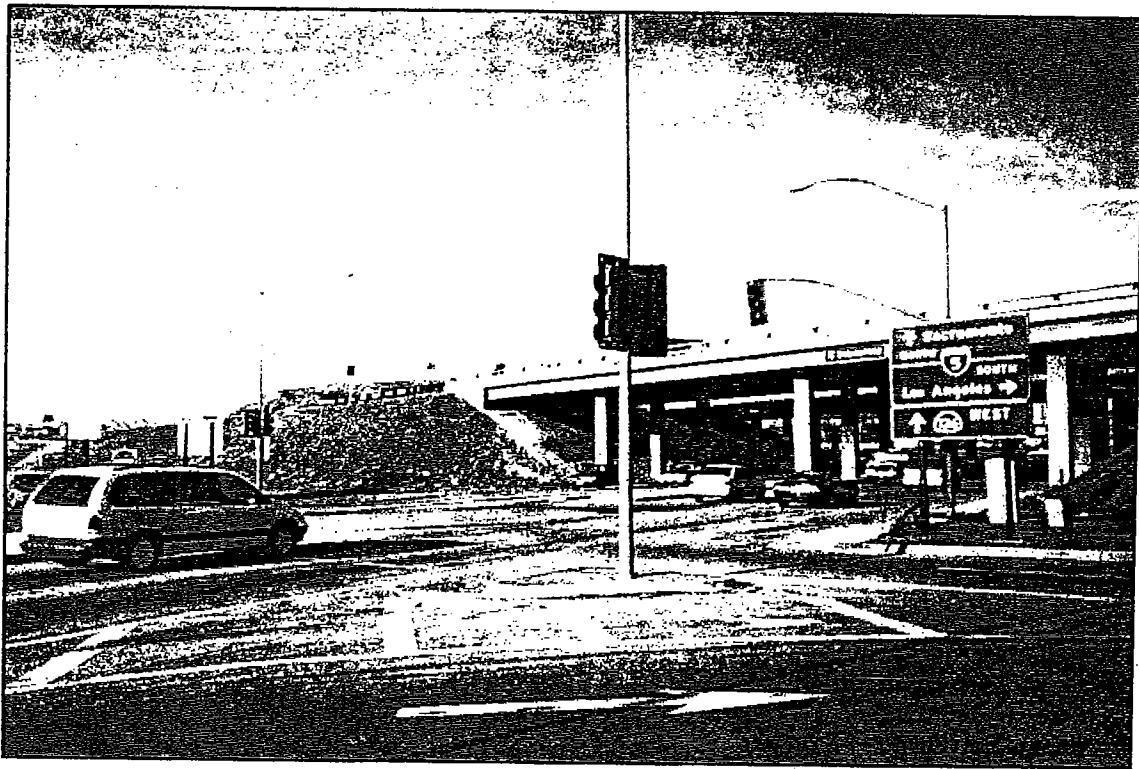
View of a Non-Developed Portion of APE Looking Northwest



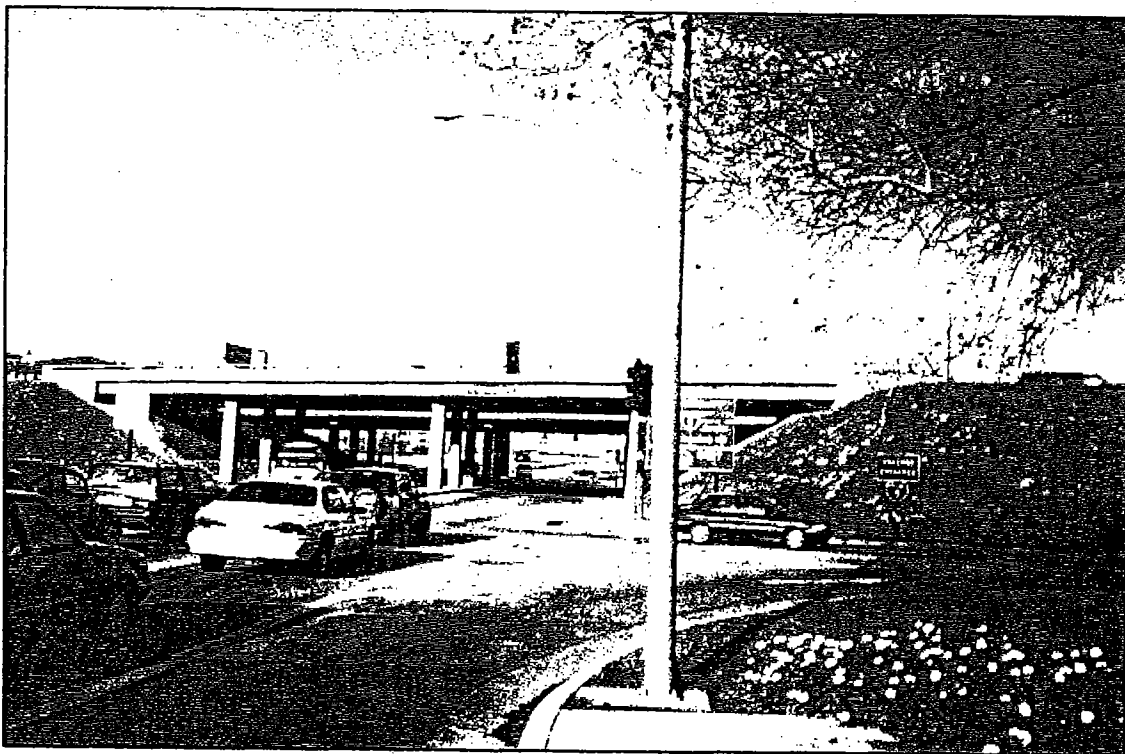
View of a Non-Developed Portion of APE Looking North



View of a Non-Developed Portion of APE Looking Northwest

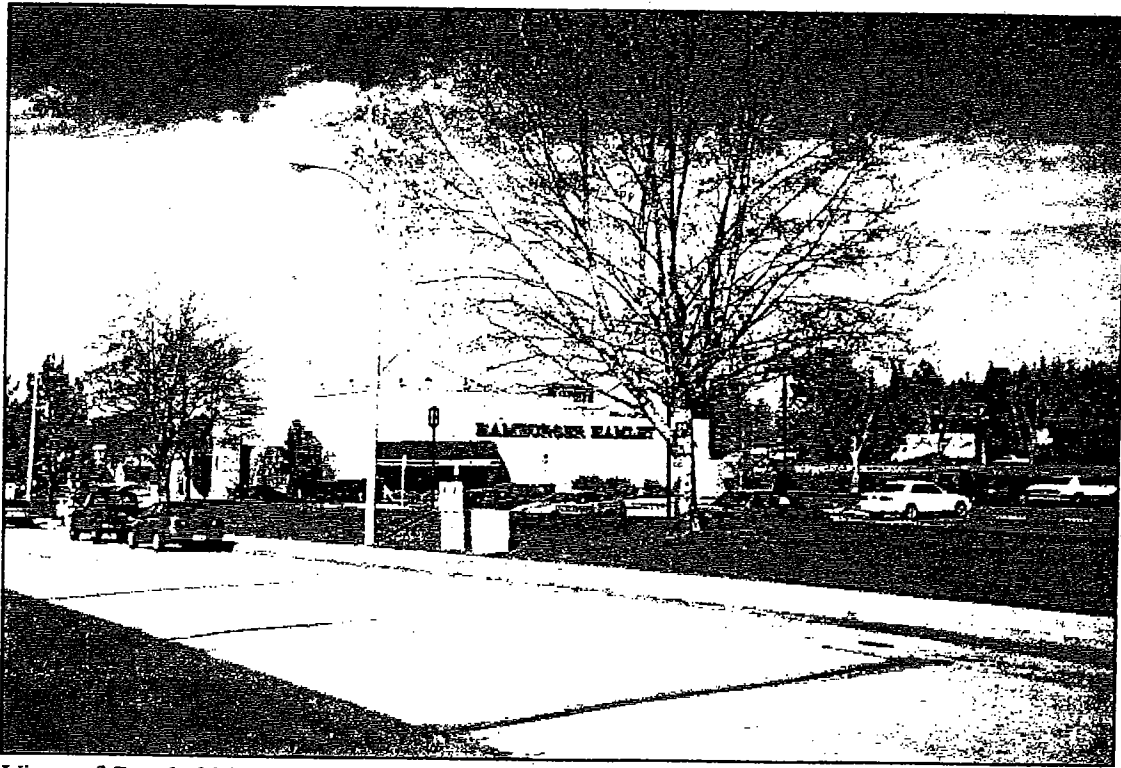


View of I-5 Bridges Over SR-126 Looking Northeast

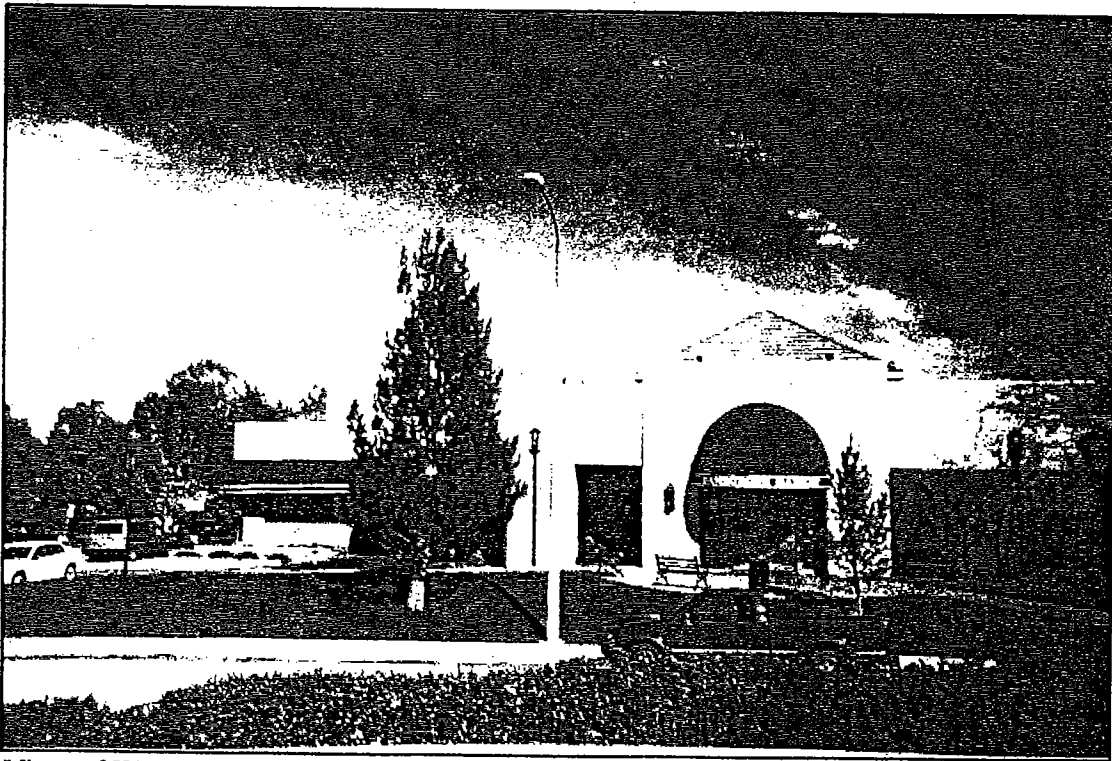


View of I-5 Bridges Over SR-126 Looking East

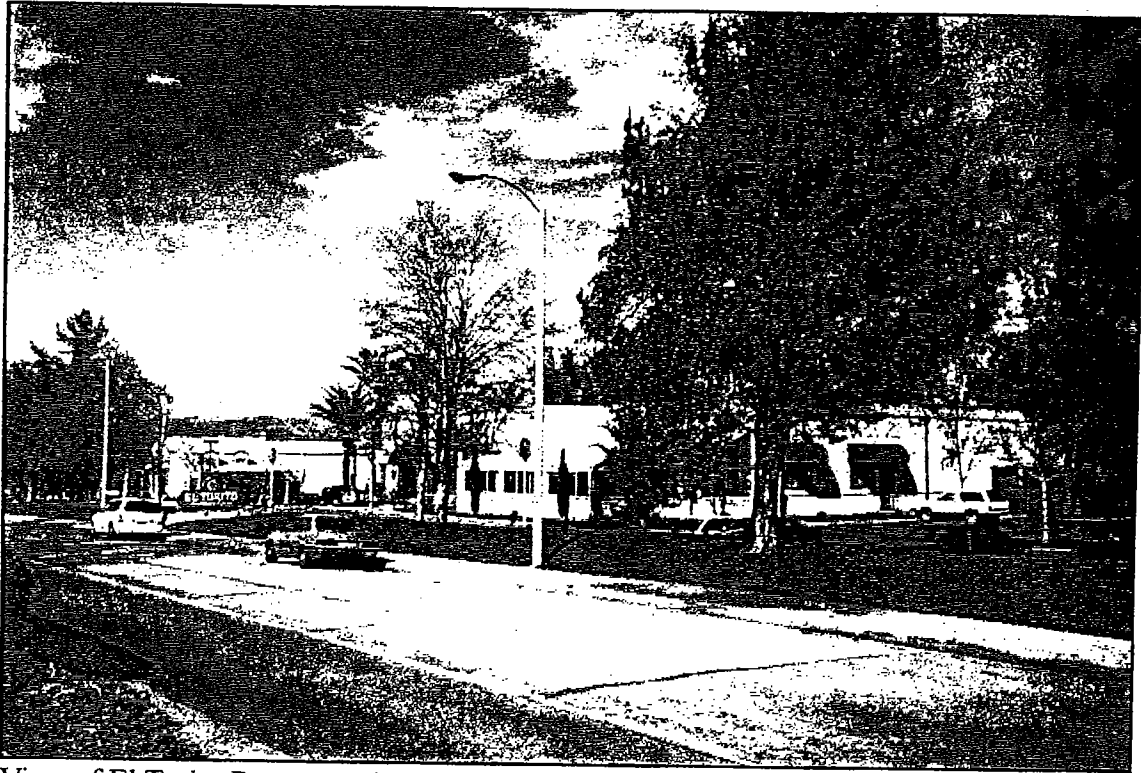




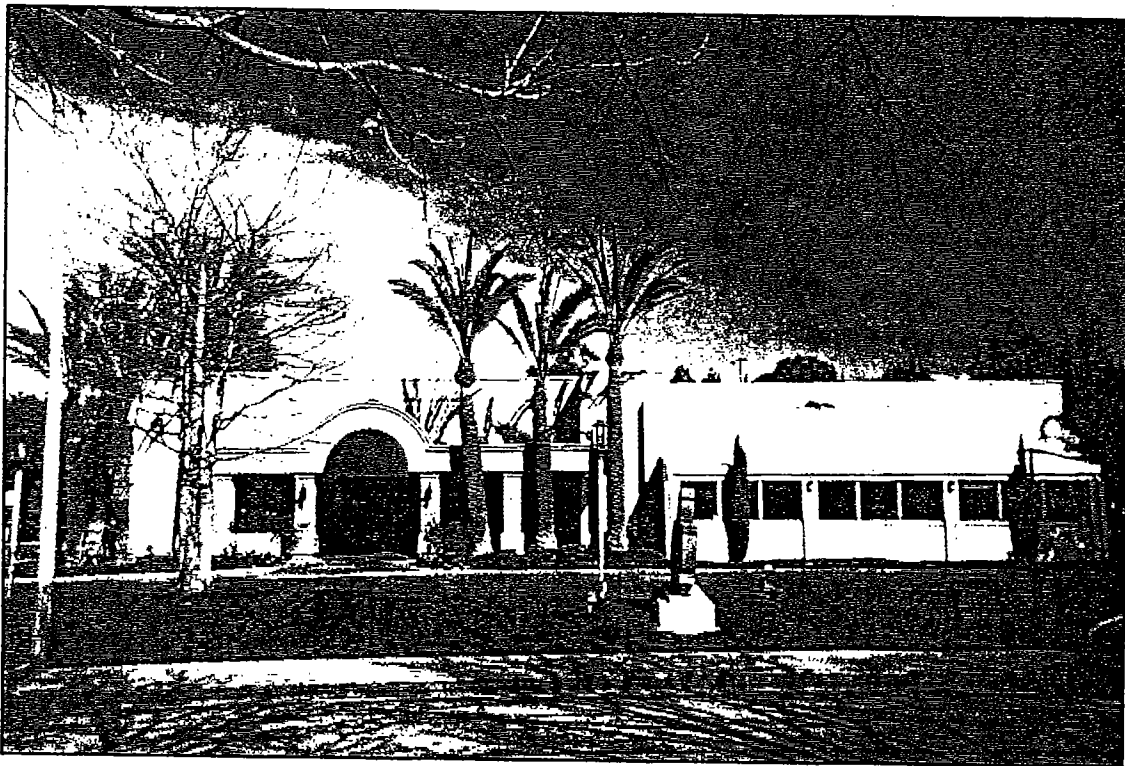
View of South Side of Hamburger Hamlet Restaurant Looking Northeast



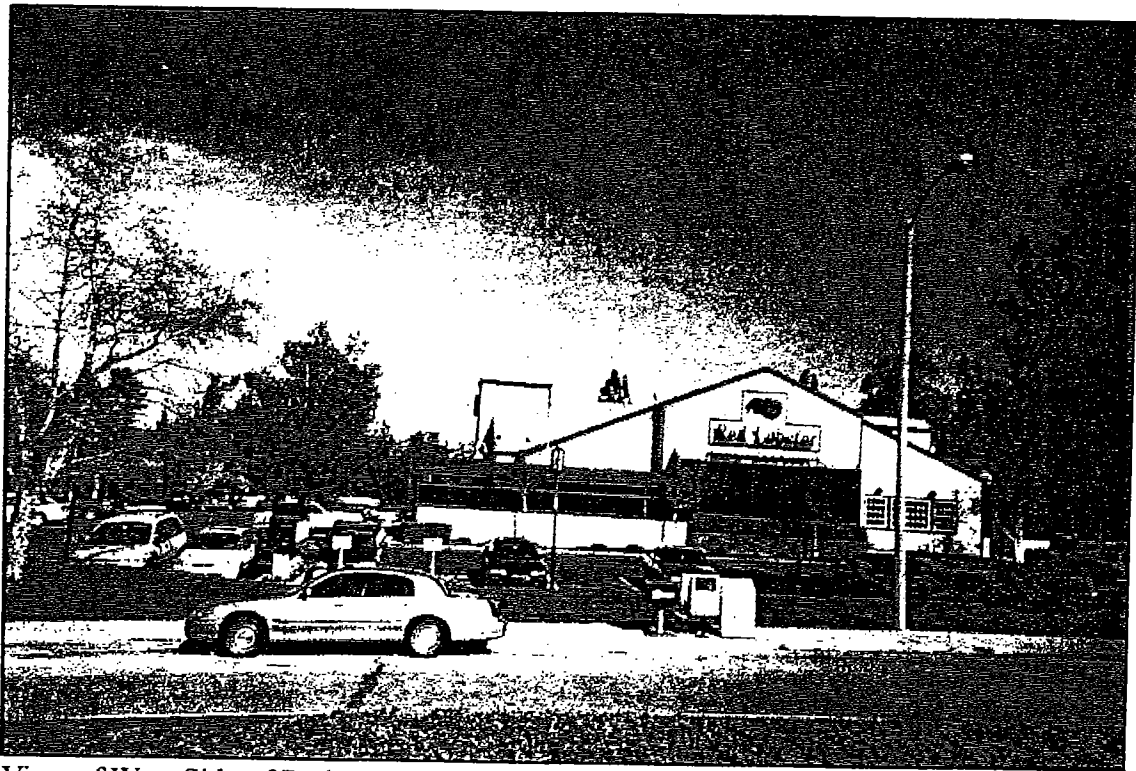
View of West (Front) Side of Hamburger Hamlet Restaurant Looking East



View of El Torito Restaurant Looking Northeast



View of West (Front) Side of El Torito Restaurant Looking East



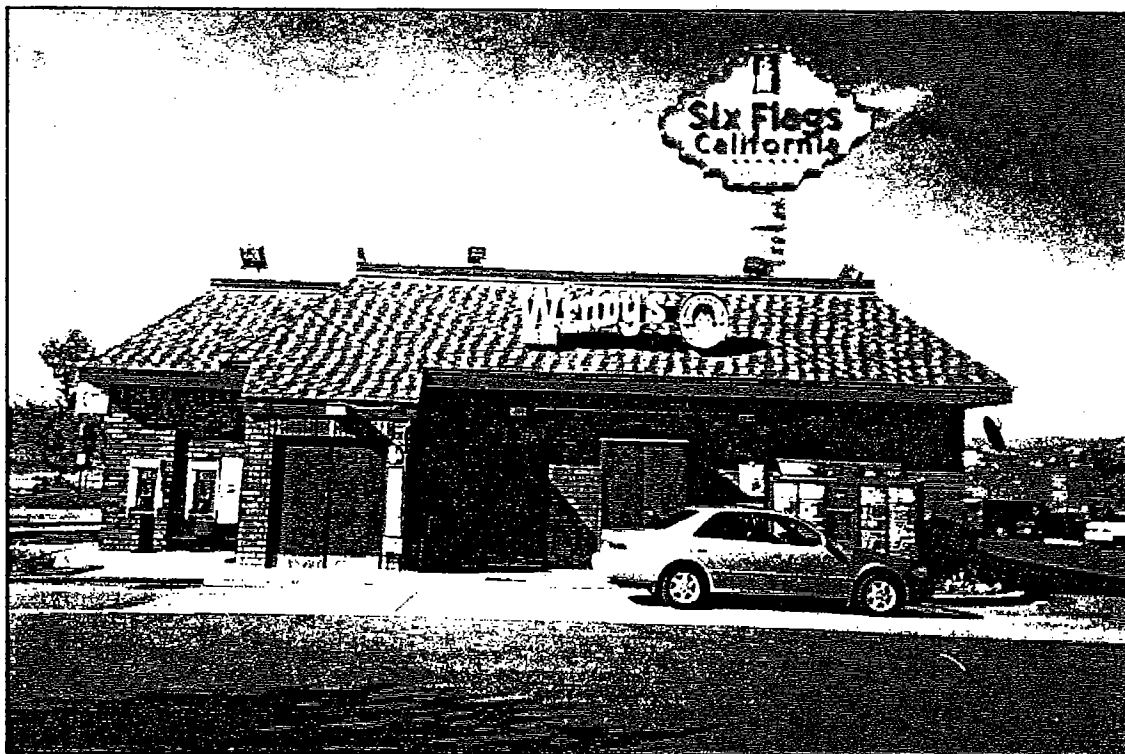
View of West Side of Red Lobster Restaurant, Looking East



View of North Side of Red Lobster Restaurant Looking South



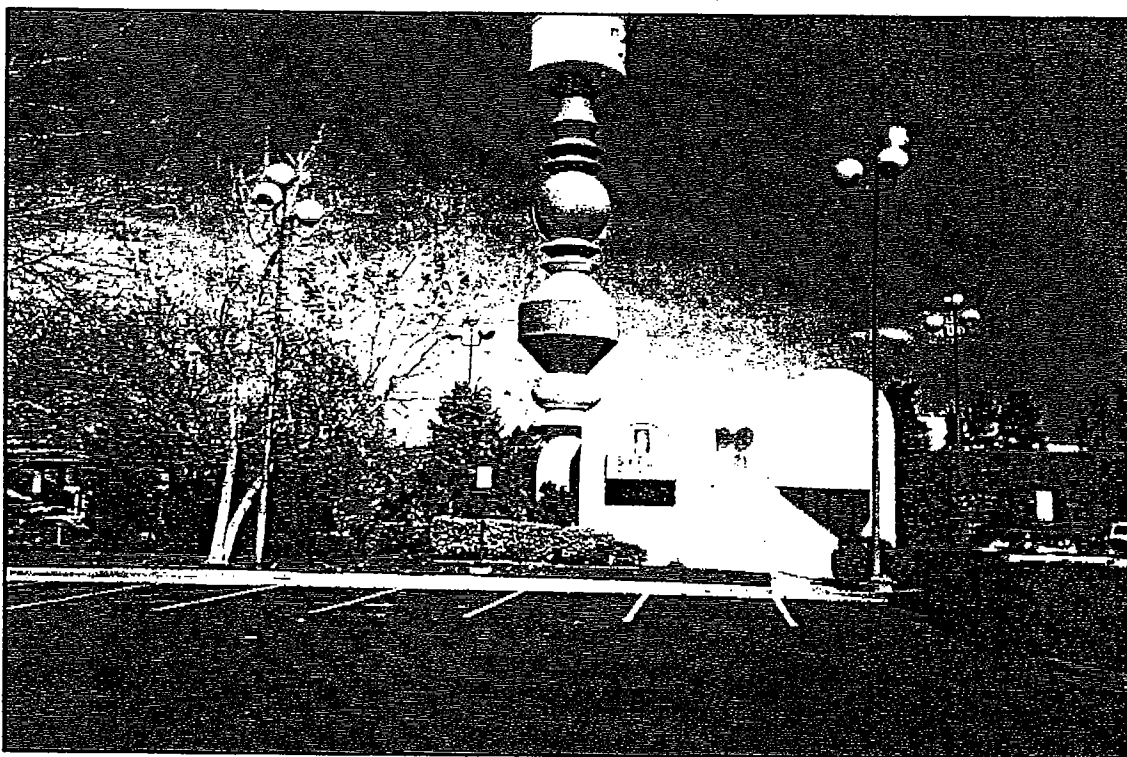
View of Wendy's Restaurant Looking Southeast



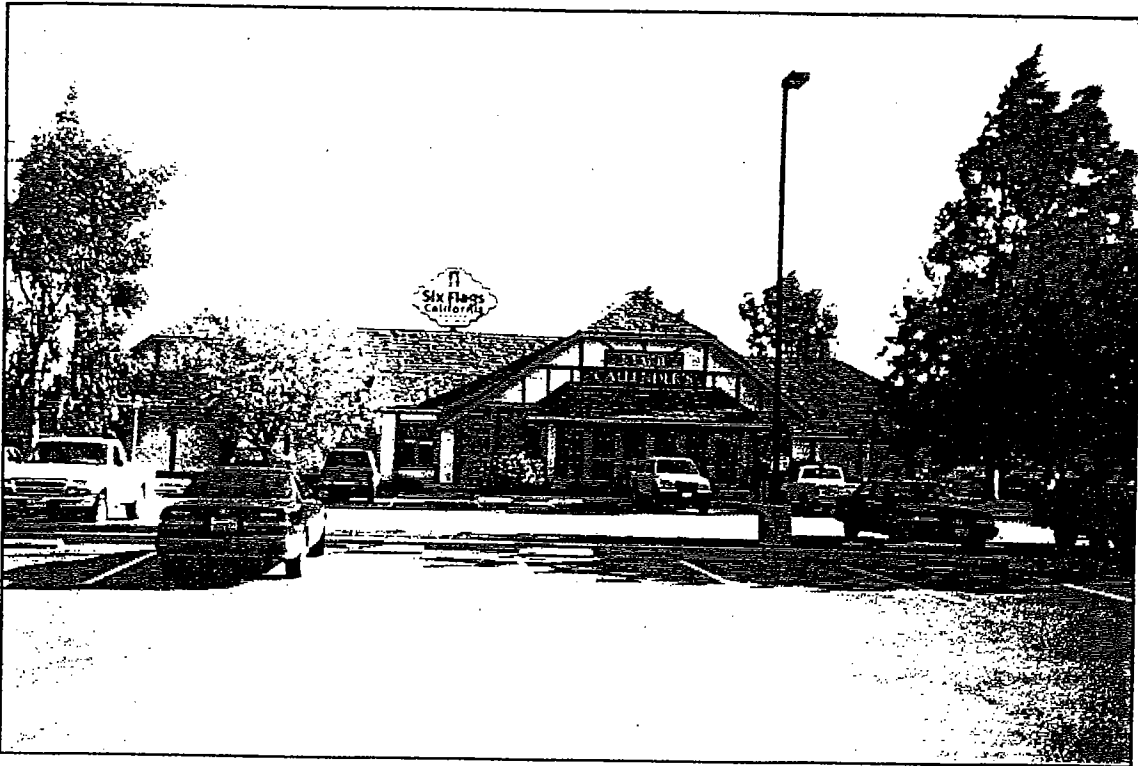
View of South Side of Wendy's Restaurant Looking North



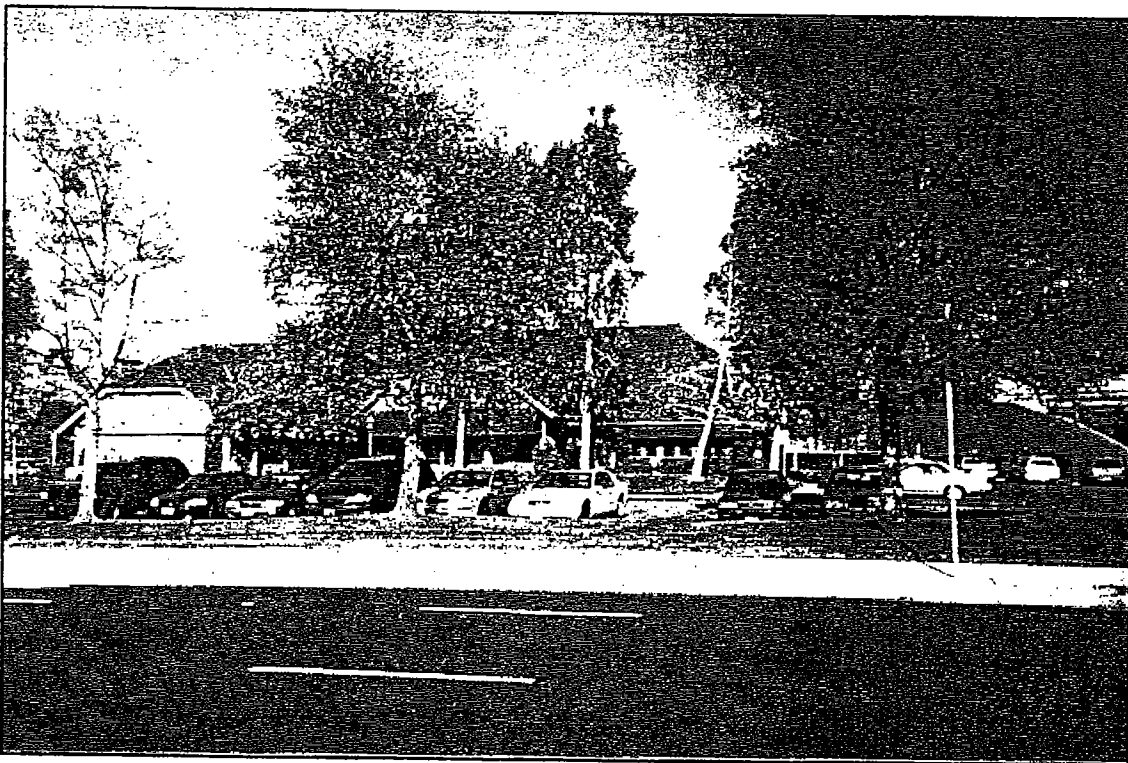
View of Six Flags Magic Mountain Gift Shop  
Looking Northeast



View of West Side of Six Flags Magic Mountain Gift Shop Looking East

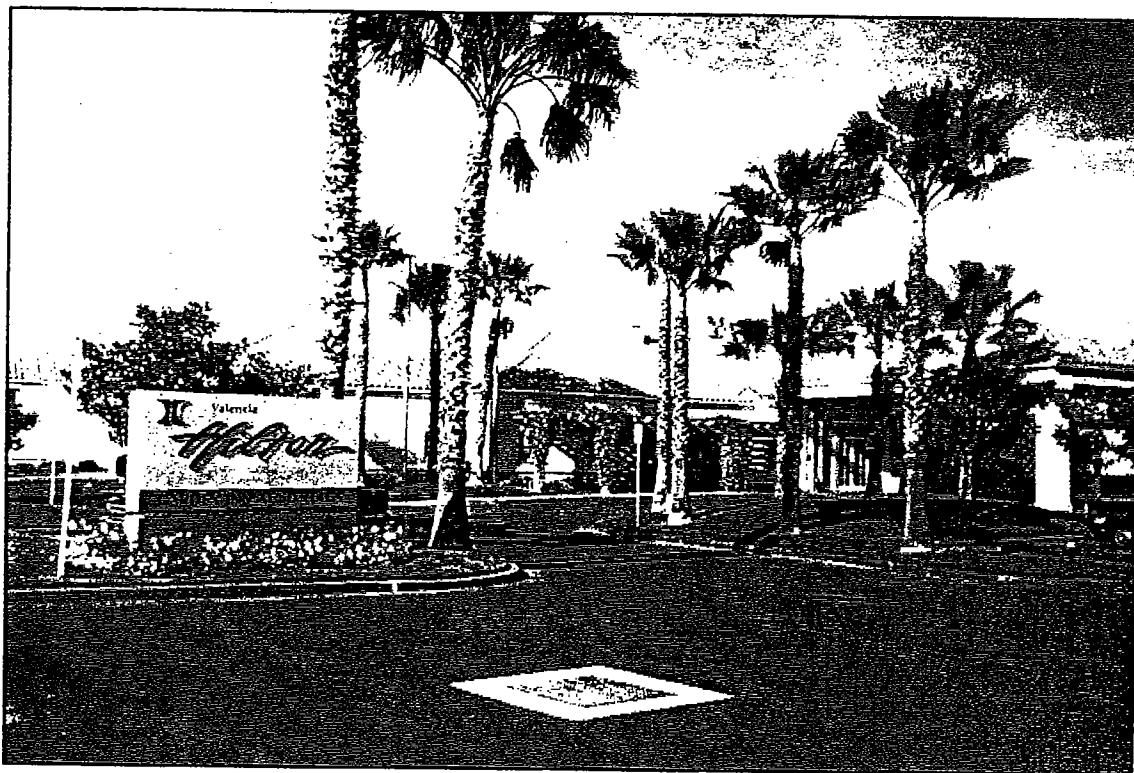


View of North Side of Marie Callender's Restaurant Looking South

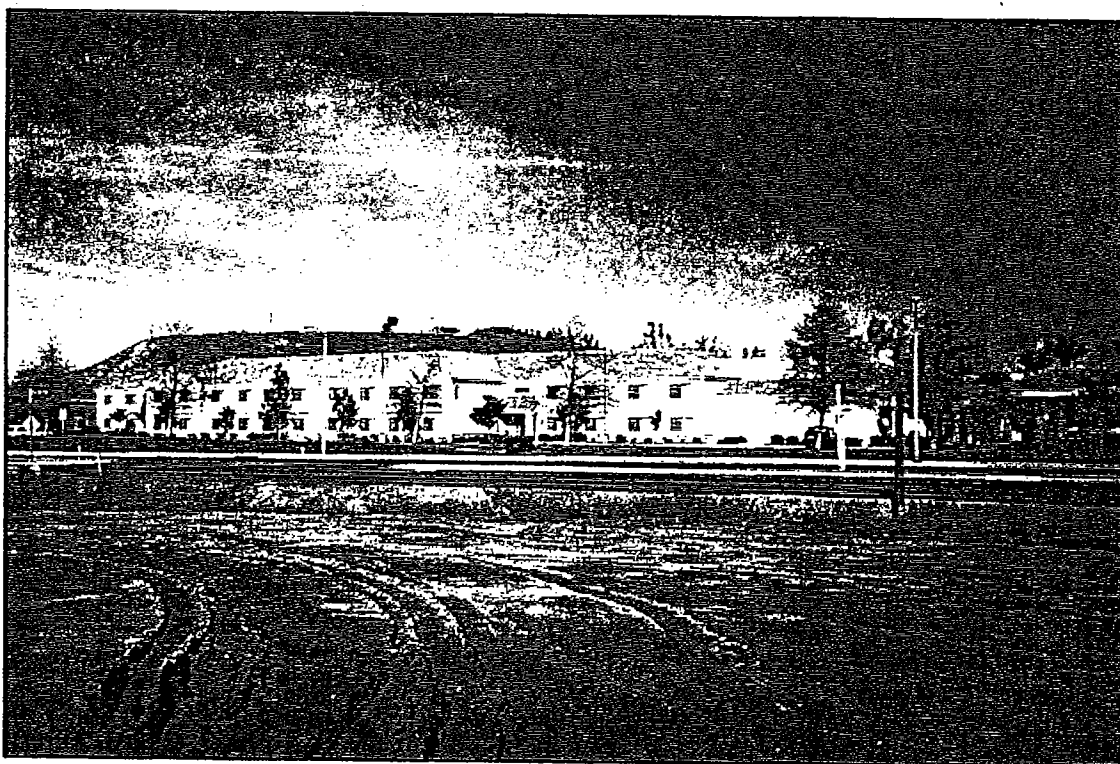


View of West Side of Marie Callender's Restaurant Looking East

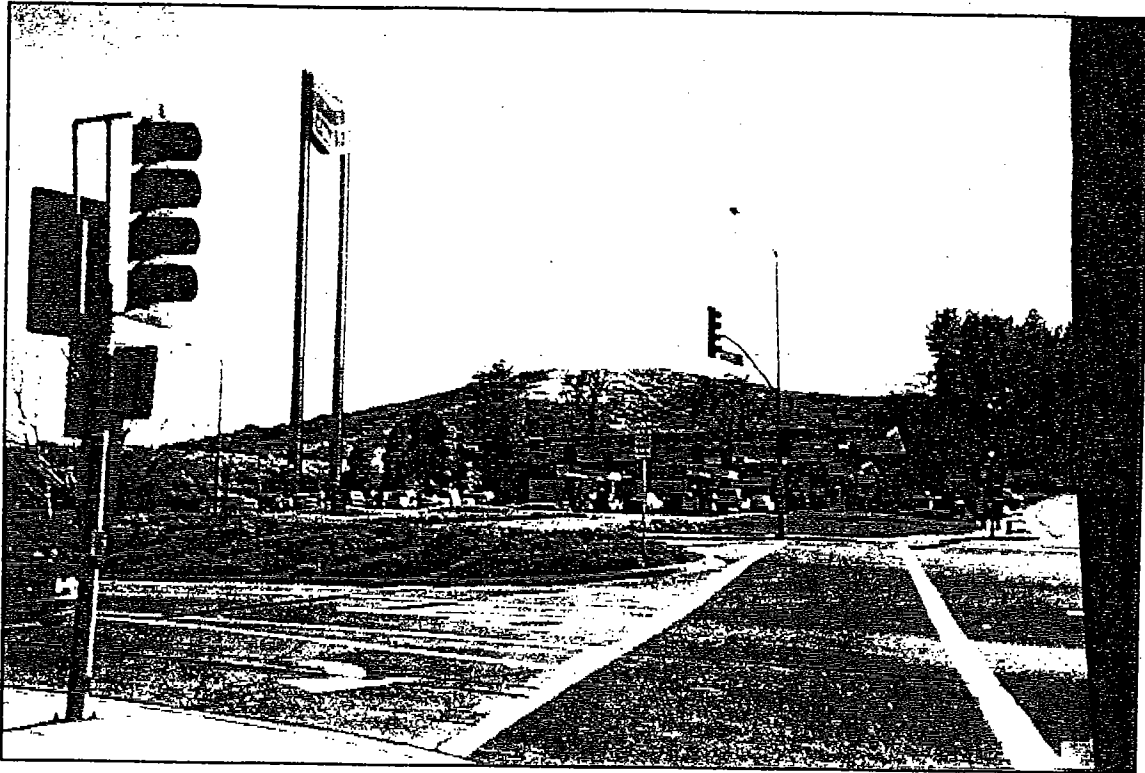




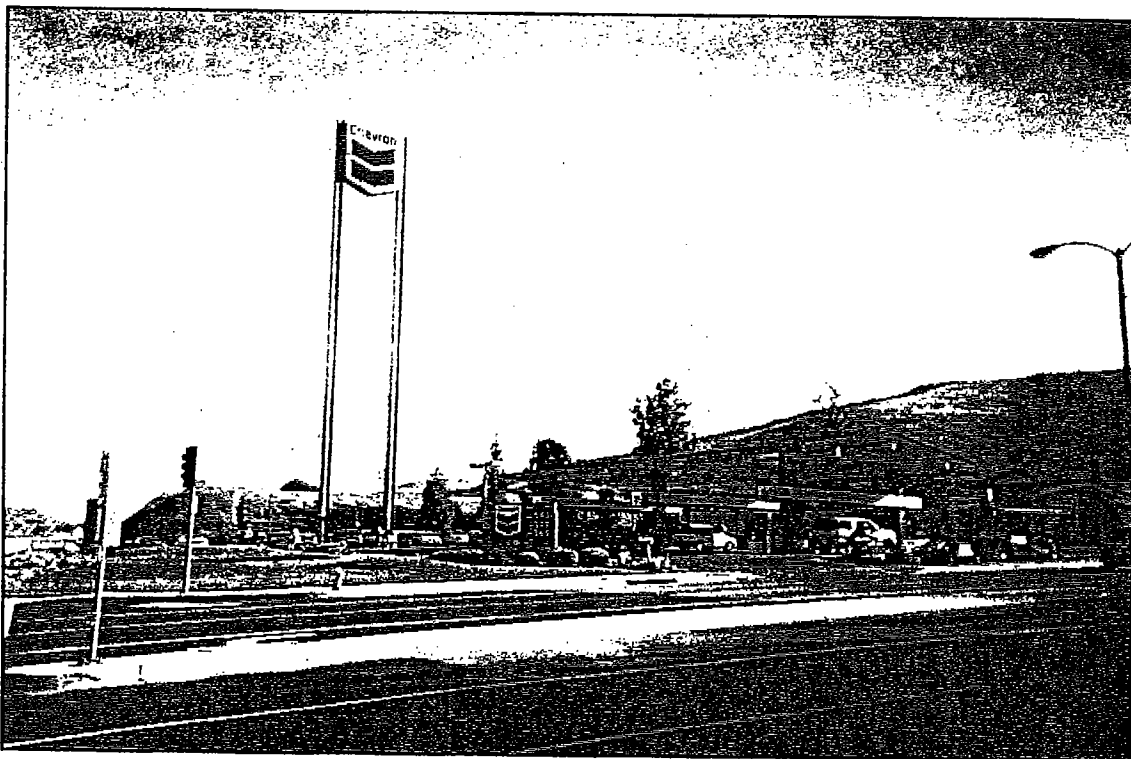
View of South Side of the Valencia Hilton Garden Inn Looking North



View of the West Side of the Valencia Hilton Garden Inn Looking East

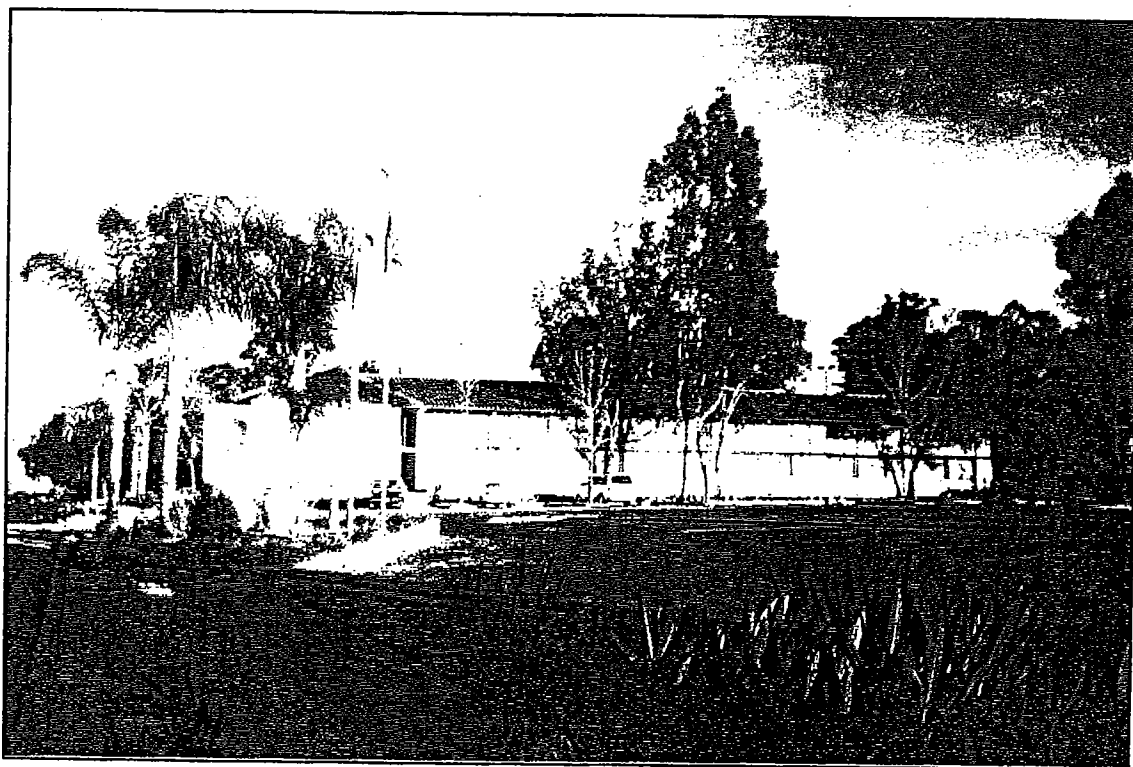


View of the Chevron Gas Station Looking West

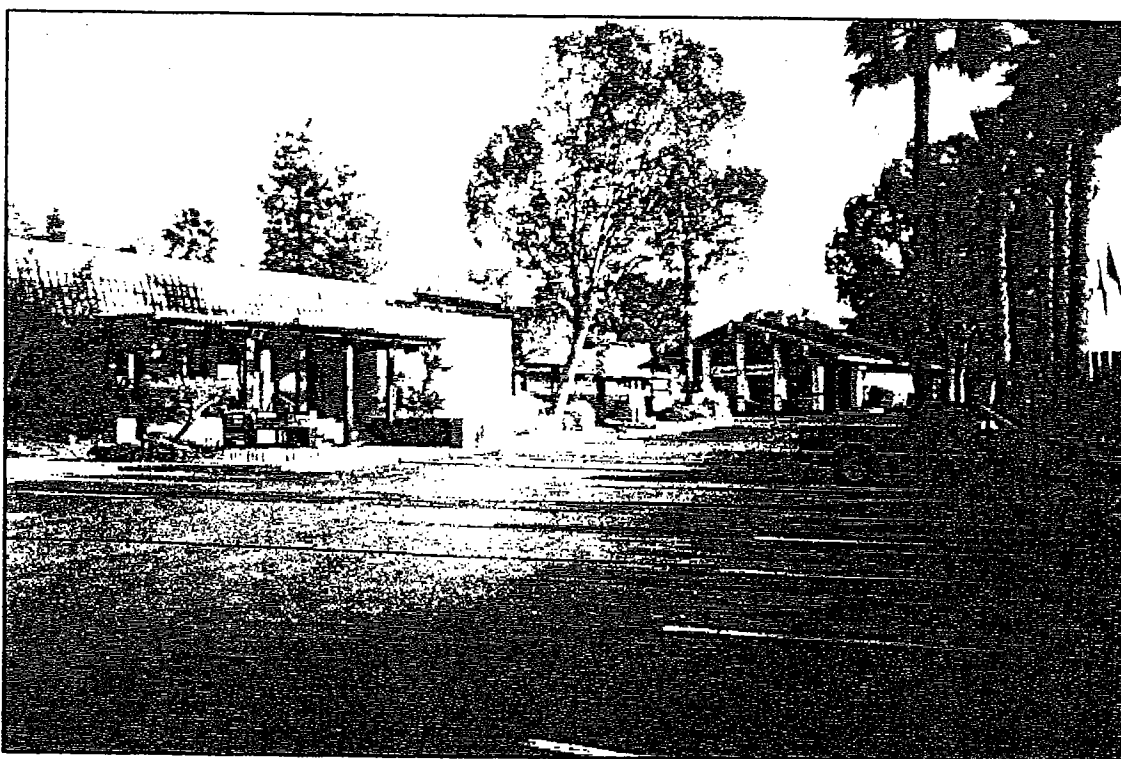


View of the Chevron Gas Station Looking Southwest

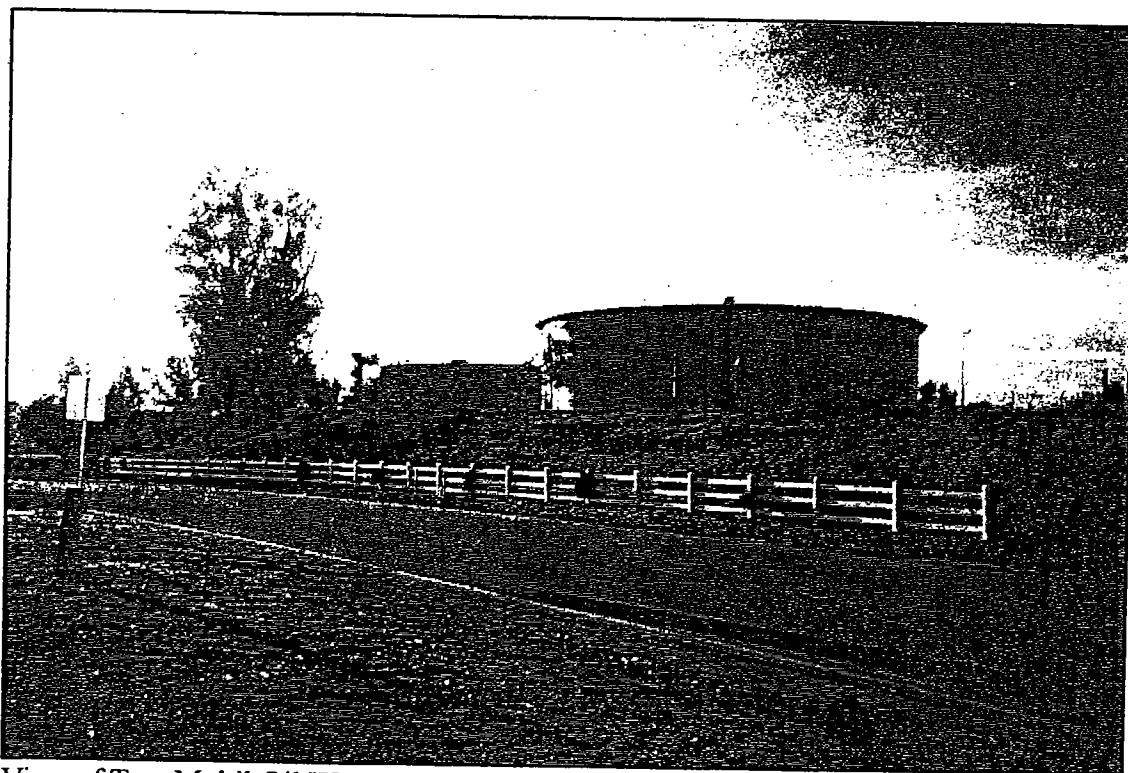




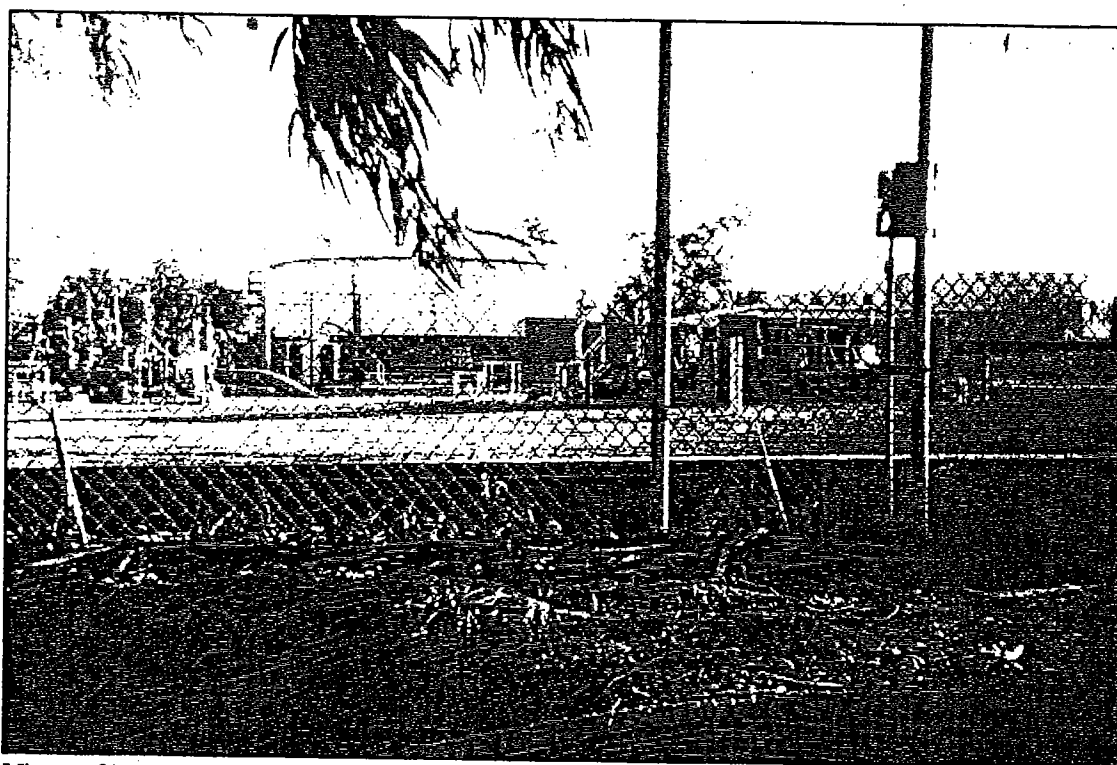
View of the Best Western Ranch House Inn Building Looking South



View of the Best Western Ranch House Inn Buildings Looking South



View of Two Mobil Oil Water Tanks Looking Northwest



View of Mobil Oil Facility Looking South

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## C MITIGATION PLAN

**APPENDIX C**  
**MITIGATION PLAN**  
**INTERSTATE 5/MAGIC MOUNTAIN PARKWAY INTERCHANGE**  
**AND RELATED IMPROVEMENTS**  
**SANTA CLARITA, CALIFORNIA**

## **INTRODUCTION**

The purpose of the Proposed Action is to improve the future interchange operation, correct existing deficiencies, and accommodate future capacity needs. The existing interchange was constructed in the mid-1960s and has become outdated, as all the ramps are one-lane at their merge/diverge. The intersection spacing between the ramps and The Old Road does not provide for adequate storage for through and turning movements or acceptable level of service. The existing interchange operates at a low level of service under current traffic volumes and the projected increase in traffic demand will worsen its operational problems. Several existing operational deficiencies and capacity inadequacies within the interchange area will be further negatively impacted by the expected increase in traffic volumes due to proposed adjacent development plans. Additionally, there are geometric deficiencies within the existing interchange area contributing to the poor operations and likely contributing to the higher than average accident rates. The City of Santa Clarita and the County of Los Angeles rely on the interchange to handle current and future traffic demands.

Under the Proposed Action, the project includes reconstruction of the Magic Mountain Parkway separation, widening and realignment of Magic Mountain Parkway, and modification of the interchange. Four lanes in each direction on Magic Mountain Parkway will be designed with dual left turns at the northbound and southbound on-ramps, and the Old Road. A 400-meter auxiliary lane preceding the northbound off-ramp will be provided. The Old Road will be realigned 60 meters to the west and the existing on and off-ramps will be reconstructed and widened. The project is proposed to be divided into three phases. Phase 1 will consist of the reconstruction of the I-5/SR-126 (Magic Mountain Parkway) separation and the auxiliary lane for the northbound off-ramp. The design of this phase will be done concurrently with the proposed I-5/Santa Clara River Bridge Replacement Project so that both projects can be combined onto one State administered construction contract to facilitate traffic handling, minimize traffic impacts and minimize impacts to listed species. Phase 2 consists of widening the ramps, realigning the Old Road and widening Magic Mountain Parkway from The Old Road to the northbound ramps. Phase 3 consists of widening and realigning Magic Mountain Parkway from the northbound ramps to the east to join the County project.

## **MITIGATION ACTIVITIES**

This mitigation monitoring plan has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code [PRC] Section 21000 *et seq.*) and the National Environmental Policy Act (NEPA) of 1969c as amended (42 U.S. Code 4321 *et seq.*). The plan identifies mitigation commitments, responsibility for ensuring these mitigations are implemented, funding sources, and responsibility for monitoring these mitigations.

Mitigation measures are required or recommended for the following issue areas: hazardous materials, water quality, air quality, noise, light and glare, biological resources, traffic and transportation, and cultural resources.

**RESOURCE AREA:** Hazardous Materials

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Pre-Construction and Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- HM-1 Soil and groundwater investigations will be performed to determine whether there is contamination from a Chevron service station and/or a Mobil Oil Pipeline Company bulk storage terminal in the project area.  
(Valencia Company)
- HM-2 Soil and groundwater testing will be performed early in the Planned Specifications and Engineering (PS&E) phase. All testing and reports must conform to Caltrans requirements. All right-of-way acquisitions, including gifts of property, must conform to Caltrans requirements (Caltrans 2000).  
(Valencia Company)
- HM-3 All conditions of the Department of Toxic Substances Control (DTSC) lead variance will be followed for use of lead-contaminated soil in construction. Removed yellow thermoplastic, yellow paint material, and any lead impacted soil not covered by the DTSC variance will be deposited at a Class I disposal facility.  
(Valencia Company)
- HM-4 Any buildings to be demolished will be assessed for asbestos-containing building materials prior to acquisition. A South Coast Air Quality Management District (SCAQMD) permit for asbestos may be required for potential exposure to asbestos-containing materials (ACMs) in the Magic Mountain Parkway structure and buildings to be demolished.  
(Valencia Company)

**RESOURCE AREA:** Water quality

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Pre-Construction and Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- W-1 Prior to construction, a Notice of Intent (NOI) will be submitted to the State Water Resources Control Board for coverage under the National Pollutant Discharge System (NPDES) Statewide General Permit No. CAS000001. Under the General Permit a Storm Water Pollution Prevention Plan (SWPPP) will be prepared.  
(Valencia Company)
- W-2 Best Management Practices (BMPs) as described in the SWPPP will be adhered to during all stages of the proposed project. These may include (depending on site conditions) retention/desilting basins, silt fencing, weed-free hay bales, and/or drainage diversion structures.  
(Valencia Company)

**RESOURCE AREA:** Air Quality

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- A-1 Dust control strategies will follow the SCAQMD Rule 403, Fugitive Dust, and 403.1, Wind Entrainment of Fugitive Dust. They include use of water trucks or sprinkler systems to keep all areas of disturbed surface, vehicle movement, and open storage piles, damp enough to prevent dust from leaving the site.  
(Valencia Company)
- A-2 Vehicle speed on the disturbed area will be no more than 15 miles per hour.  
(Valencia Company)
- A-3 Any imported, exported, and stockpiled fill material would be covered. All trucks transporting material will be tarped from the point of origin.  
(Valencia Company)
- A-4 Construction equipment will be well maintained.  
(Valencia Company)

**RESOURCE AREA:** Noise

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- N-1 To ensure the project is in compliance with the City of Santa Clarita Noise Ordinance, construction hours will be limited to 7 a.m. to 7 p.m., Monday through Friday, and 8 a.m. to 6 p.m. on weekends, unless traffic volumes or public safety warrant otherwise. These conditions will be determined by City, County, or State officials.  
(Valencia Company)
- N-2 According to the City of Santa Clarita Noise Ordinance, no construction will occur on Sundays and/or legally proclaimed holidays.  
(Valencia Company)
- N-3 If noise impacts from construction activities unduly interfere with operations of businesses or residents, the applicant will erect temporary noise barriers where they do not restrict access to businesses or residences and where they do not affect visibility of businesses.  
(Valencia Company)
- N-4 The contractor will be required to comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.  
(Valencia Company)



**RESOURCE AREA:** Light and Glare

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- L-1 Construction-related lighting will be hooded and directed so it does not shine directly upon adjoining property or public rights-of-way.  
(Valencia Company)
- L-2 Highly reflective surfaces conducive to glare will not be used during construction.  
(Valencia Company)

**RESOURCE AREA:** Biological Resources

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Pre-Construction, Construction and Post-Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- BR-1 Construction of all phases of the project will be in compliance with the NRMP. Mitigation for each phase will be consistent with permit conditions contained in U.S. ACOE Permit Number 94-00504-BAH, California Department of Fish and Game Streambed Alteration Agreement Number 5-502-97, California Incidental Take Permit Number 2081-1998-49-5, and California Regional Water Quality Control Board Waste Discharge Requirement Order Number 99-104. Copies of these documents are on file with the Valencia Company.  
(Valencia Company)
- BR-2 The Valencia Company will apply for an amendment to the existing Section 404 and 1603 permits and, if necessary, to the existing Section 401 permit for the proposed project. If any focused plant surveys for the Nevin's barberry, short-jointed beavertail, slender mariposa lily, Palmer's grapplinghook, and Pierson's morning glory are required, they will be specified in the approved permit amendment(s). Caltrans' Office of Environmental Planning will be kept informed on the outcome of any focused plant surveys.  
(Valencia Company)
- BR-3 A tree survey and report will be prepared to assess health, size, and number of trees in the Area of Potential Effects (APE) consistent with the Los Angeles County and the City of Santa Clarita Oak Tree Preservation Ordinances. Cottonwood trees will be replanted on a 3 to 1 replacement basis (as specified in the NRMP) in the proposed cottonwood forest revegetation site for the Caltrans Santa Clara River Bridge Replacement on Interstate 5 project in the Santa Clara River. Cottonwood trees will be grown from locally obtained seed, planted prior to the winter rainy season, irrigated, and maintained until established as specified by CDFG regulations noted in the NRMP. Any oak tree removed and or damaged will be replaced consistent with the Los Angeles County and City of Santa Clarita's Oak Tree Preservation Ordinance. A permit to remove any oak trees will be obtained from the County of Los Angeles or the City of Santa Clarita. Within the Caltrans right-of-way, additional Caltrans mitigations will be required. The large valley oak tree located northwest of the interchange for Magic Mountain Parkway and The Old Road will be avoided as specified in the Oak Tree Permit and avoidance of this tree will be incorporated during the final project design stage.  
(Valencia Company)
- BR-4 To reduce cumulative impacts resulting from all construction projects in the area, construction for all phases of the proposed project within 300 feet of the Santa Clara River will be scheduled to avoid the nesting and fledging season of birds in the Santa Clara River, defined as March 1 through August 31. A biological monitor will survey the area for active nests prior to

construction activities. Coordination with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 project will include regulatory permitting, construction, and mitigation actions. This would limit repetitive disturbances to the Santa Clara River and special-status species.

(Valencia Company)

**RESOURCE AREA:** Traffic and Transportation

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Pre-Construction and Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- T-1 Construction will be phased (staged) to avoid long duration closures.  
(Valencia Company)
- T-2 A Traffic Management Plan (TMP) will be prepared.  
(Valencia Company)
- T-3 All traffic disruption issues will be coordinated between Caltrans, City of Santa Clarita, and Los Angeles County. Construction of the proposed project would be coordinated with the proposed Caltrans Santa Clara River Bridge Replacement on Interstate 5 project to minimize community impacts to the Santa Clara River.  
(Valencia Company)

**RESOURCE AREA:** Cultural Resources

**LOCATION:** Magic Mountain Parkway

**FUNDING SOURCE:** Caltrans District 7 (Phase 1), City of Santa Clarita (Phases 2 & 3)

**TIMING:** Pre-Construction and Construction Phase

**MITIGATION MONITORING:** Caltrans

**MITIGATION ACTIVITIES:** (Responsible Party)

**REQUIRED MITIGATION MEASURES:**

- CR-1 If, during project construction, cultural materials appear, work will stop in the immediate area. The District 7 Cultural Resource Staff, as well as the Environmental Planning Branch Chief and FHWA, will be notified upon such discovery and appropriate measures will be performed to mitigate the impacts to the resource. Work may only resume with approval from the Caltrans Archaeologist and FHWA.  
(Valencia Company)
- CR-2 If the historic-age bridge currently located north of the APE will be subject to alterations and is determined eligible for either the NRHP or CRHR, impacts to the bridge from the proposed project would need to be assessed. Appropriate mitigation measures should then be developed in consultation with the California SHPO and the Advisory Council on Historic Preservation (ACHP) for any adverse effects to the bridge.  
(Valencia Company)

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## **D    RESPONSE TO PUBLIC COMMENTS**

# **RECORD OF PUBLIC HEARING**

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State of California  
Business, Transportation, and Housing Agency  
Department of Transportation  
District: 07  
E.A.: 187000

## **RECORD OF PUBLIC HEARING**

### **PROPOSED INTERSTATE 5/MAGIC MOUNTAIN PARKWAY**

### **INTERCHANGE AND RELATED IMPROVEMENTS**

### **IN LOS ANGELES COUNTY**

### **KILOMETER POST (POST MILES)**

**07-LA-126 PM 5.84/7.08**

**05-LA-05 PM 52.7/53.9**

June 13, 2000

Residence Inn – Marriott  
Conference Center  
25320 The Old Road  
Santa Clarita, CA 91381

MICHELLE WILSON  
OF TETRA TECH, INC.  
PRESIDING OFFICER

## **TABLE OF CONTENTS**

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- VII   Publicity**
- VIII Invitations**



## RESUME OF PUBLIC HEARING

### Attendees:

#### Caltrans – District 7

Gregory Farr, Project Design Manager  
Julie Smith, Environmental Planner

#### Court Reporter

William S. Stephens, CSR 10033

#### Tetra Tech, Inc. – Infrastructure Southwest Group

Joe Buckner, Project Manager

#### Tetra Tech, Inc.

Michelle Wilson, Presiding Officer  
Christina McGinnis, Environmental Planner

An Open Forum Public Hearing was conducted on June 13, 2000, from 6:00 p.m. to 8:00 p.m. The hearing was held at the Conference Center of the Residence Inn – Marriott at 25320 The Old Road in the City of Santa Clarita. The Residence Inn – Marriott is located off of the Lyons Avenue exit of Interstate 5, approximately 3 miles south of the Interstate 5/Valencia Boulevard interchange.

At the entrance to the auditorium there was a sign-in table with handouts (copies of the handouts are in Section II). The handouts consisted of a fact sheet and a written comment sheet. Three display boards were located at the front of the conference room depicting the design of the preferred alternative, a map of the vegetation types in the project area, and a flow diagram of the CEQA/NEPA process (copies of these display boards are included in Section V).

Section III lists the index of speakers at the public hearing. The page number of the first appearance of each speaker in the Transcript is listed for convenience. Section IV contains the Court Reporter's Transcript of the Public Hearing.

Documents requiring a response are contained in Section VI. Each comment has been given an individual number which corresponds to Caltrans' response. Responses to comments immediately follow the documents requiring a response.

## **HANDOUTS**

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## SUMMARY (cont.)

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### Proposed Schedule

Project milestone dates:	
Public Hearing	6/13/00
Close Public Record	6/28/00
Approval of Environmental Document (ED), Distribute Final ED	7/00
Ready to List for Competitive Bids	10/00
Anticipated Construction Begin and End Dates	
Phase I	4/01 - 4/03
Phase II	4/03 - 4/05
Phase III	6/05 - 6/06

### Environmental Impacts

The proposed project would result in some environmental impacts. However, mitigation measures are included as part of the project that would reduce impacts to a level that is not significant (please refer to pages 3 through 5 of the Executive Summary of the Draft Negative Declaration/Environmental Assessment for more details). The project would alleviate existing congestion and potential traffic impacts to land currently slated and approved for development

### Environmental Process

The California Environmental Quality Act (CEQA) of 1970 requires comprehensive environmental review of major projects from state agencies. The National Environmental Policy Act (NEPA) of 1969 is the federal counterpart to CEQA in that it requires federal agencies to analyze potential environmental impacts of major federal actions. The proposed interchange improvements project is subject to review under both CEQA and NEPA.

## CALTRANS DISTRICT 7 PUBLIC HEARING

on the

## NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSMENT

for

## Proposed Improvements to the Interstate 5/Magic Mountain Parkway Interchange

Santa Clarita, California

June 13, 2000

Thank you for attending this public hearing. Our purpose for hosting this hearing is to give you an opportunity to comment on the project design for the proposed improvements to the Interstate 5/Magic Mountain Parkway Interchange and to comment on the results of the environmental studies conducted for the project. The public is encouraged to provide comments.

- Introduction

- Existing Conditions and Proposed Action
- Environmental Impact Analysis Process
- Question/Answer Period

## **ADMINISTRATIVE PROCEDURES**

1. To ask questions on the proposed project or the environmental document:

- During the question/answer period of the presentation, please state your name and address for the record before asking your question(s); or
- Ask Tetra Tech, Inc. or Caltrans staff members your informal question(s) in person after the presentation.

2. To provide comments on the proposed project or the environmental document:

- Please make your verbal comments with the court reporter after the presentation; or
- Complete the "Written Comment Sheet" and drop it in the box at the back of the room. Be sure to include your name and a return address; or

- Mail comments to:

Ronald Kosinski, Chief, Office of Environmental Planning  
Attention: Julie Smith  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012, (213) 897-5037  
julie\_smith@dot.ca.gov

## **Project Location**

The proposed project is located in northern Los Angeles County along the western boundary of the City of Santa Clarita, at the intersection of the Golden State Freeway (Interstate [I-5] 5) and Magic Mountain Parkway. The proposed project is partially located within the City of Santa Clarita and partially within the unincorporated area of Los Angeles County.

## **Project Description**

The project would consist of improving the Magic Mountain Parkway Interchange at I-5. Proposed improvements would include:

1. Reconstructing the I-5/Magic Mountain Parkway separation requiring minor roadway modifications on Magic Mountain Parkway to attain minimum vertical clearance at the separation;
2. Reconstructing of the interchange and a realignment of The Old Road to increase the intersection spacing of the interchange;
3. Realigning and widening of Magic Mountain Parkway east of I05 from the northbound ramps to Fairway's Entrance.
  - Magic Mountain Parkway would be realigned to improve design speed.
  - The roadway would be widened to eight lanes from the interchange to Fairway's Entrance.
  - The roadway between Fairway's Entrance and McBean Parkway would be restriped from six lanes to eight lanes.

## **Need for the Project**

The proposed project is necessary to meet the increasing traffic demand on the existing interchange resulting from current and projected development in the adjacent areas. The California Department of Transportation (Caltrans), City of Santa Clarita, and County of Los Angeles Department of Public Works consider the existing interchange inadequate for projected development and traffic.

# Negative Declaration/Environmental Assessment Proposed Improvements to the Interstate 5/Magic Mountain Parkway Interchange, Santa Clarita, California

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

**Street Address**

City/State/Zip Code

**Ronald Kosinski, Chief  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring Street  
Los Angeles, CA 90012  
Attn: Julie Smith**

## INDEX OF SPEAKERS

<u>Speaker (all Tetra Tech employees)</u>	<u>Page Number of First Appearance in Transcript</u>
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Christina McGinnis, Environmental Planner	12

# **TRANSCRIPT OF HEARING**

1 CALTRANS DISTRICT 7 PUBLIC HEARING  
2 on the  
3 NEGATIVE DELCARATION/ENVIRONMENTAL ASSESSMENT  
4 for  
5 PROPOSED IMPROVEMENTS TO THE INTERSTATE 5/MAGIC MOUNTAIN  
6 PARKWAY INTERCHANGE  
7  
8  
9  
10  
11

12 Santa Clarita, California  
13 Marriott Residence Inn and Conference Center

14 25320 The Old Road, 91381

15 Tuesday, June 13, 2000

16 6:00 p.m. to 8:00 p.m.  
17  
18  
19

20 REPORTED BY: William S. Stephens, CSR 10033  
21 Certified Shorthand Reporter  
22 Santa Barbara Court Reporting Company  
23 1060 Monte Drive  
24 Santa Barbara, California 93110  
25 (805) 687-6118



APPEARANCES

FOR TETRA TECH:

Joe Buckner

Project Manager

Christina McGinnis

Environmental Planner

Michelle Wilson

Hearing Presiding Officer

FOR CALTRANS DISTRICT 7:

Greg Farr

Project Design Manager

Julie Smith

Environmental Planner

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Michelle Wilson

Hearing Presiding Officer

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PRESENTATION BY:

Joe Buckner

Project Manager for Tetra Tech

Page 6

PRESENTATION BY:

Christina McGinnis

Environmental Planner for Tetra Tech

Page 12

1                   SANTA CLARITA, CALIFORNIA, TUESDAY, JUNE 13, 2000

2                               6:00 P.M.

3  
4               MS. WILSON: I'd like to welcome you to the  
5 public hearing for the proposed improvements to the  
6 I-5/Magic Mountain Parkway Interchange Project.

7                       I am from Tetra Tech and we are  
8 representing Caltrans, who is the lead agency on the  
9 project. Sorry, we don't have a microphone tonight. So,  
10 please let me know if I need to speak louder.

11                      Also, if you have comments, please make  
12 sure you speak up.

13                      Okay. I would like to introduce the panel  
14 members who you can ask questions of. My name is  
15 Michelle Wilson. I'm going to be the presiding officer  
16 for the hearing tonight.

17                      Also, to my right is Joe Buckner, who is  
18 the project manager with Tetra Tech. You can ask him  
19 design questions.

20                      Also Christina McGinnis here is the  
21 environmental planner with Tetra Tech. You can ask her  
22 questions about the environmental impact analysis to the  
23 project.

24                      Also we have Julie Smith in the audience,  
25 an environmental planner from Caltrans.

1                   Greg Farr with the white shirt on is the  
2 project design manager from Caltrans.

3                   And Durgesh Regmi could not make it  
4 tonight.   He's the project manager for Caltrans.

5                   So, tonight I'm going to give a brief  
6 introduction. Then Joe will go over the existing  
7 conditions and the proposed action. We will also go over  
8 the schedule, proposed schedule for the project.

9                   Christina McGinnis will go over the  
10 environmental impact analysis process. Then we'll close  
11 with a question and answer period.

12                  Next slide.

13                  We are holding this hearing tonight to  
14 receive comments from you on the project design and also  
15 on the environmental impact analysis process for the  
16 project.

17                  Next slide.

18                  I just want to go over briefly the comment  
19 procedures for tonight. We are going to give a brief  
20 overview of the project and during the question and  
21 answer period you can stand up and make a verbal comment  
22 or ask questions verbally. We do have a court reporter  
23 who will be recording your questions and our responses as  
24 we go along. Also, if you feel, if you don't want to be  
25 recorded with the court reporter, you can come up

1 afterwards and ask us any questions you may have.

2 We have four display boards with the  
3 project alternatives up here with more detail. So,  
4 please feel free to come up and take a look at them.  
5 Also, if you have any detailed questions on the project  
6 or would like to comment on the merits of the project, we  
7 would ask that you would make those comments with the  
8 court reporter after the presentation is over and you can  
9 sit down in private with him afterwards.

10 And finally you can submit written comments  
11 on the project to an address we'll flash up at the end of  
12 the presentation. We have comment sheets at the back you  
13 can drop in the box or mail the comments directly or  
14 email and those must be received by Wednesday, June 28th,  
15 by five p.m..

16 Next slide.

17 Okay. At this time I would like to  
18 introduce Joe Buckner who will go over the proposed  
19 project.

20 MR. BUCKNER: Thanks, Michelle.

21 Good evening.

22 The proposed action that we are looking at  
23 is alternative four. We've produced an environmental  
24 document and what that alternative does, I'll just kind  
25 of walk you through this alternative board. The design

1 speed of Magic Mountain Parkway east of I-5 has been  
2 increased and we accomplished that by putting in a larger  
3 radius curve to bring the design speed of Magic Mountain  
4 up to current standards.

5 Magic Mountain Parkway itself will be  
6 widened to eight lanes, four lanes in each direction.  
7 That will be separated by a raised median. There will be  
8 shoulders and sidewalks on each side of Magic Mountain  
9 Parkway.

10 The limits of the widening will be from --

11 Well, I'll talk about that in a minute, but  
12 we relocated The Old Road continuing past the freeway  
13 east over to I believe it's Avignon, one of the streets  
14 over there. From that point on, from Avignon on to  
15 McBean, there will be a restriping from the existing six  
16 lanes to the ultimate eight lanes.

17 The roadway width is just currently striped  
18 for six.

19 Some of the other features about this  
20 alternative, the configuration itself is a diamond  
21 interchange consistent with what's out there today. The  
22 ramps themselves will be widened at their termination  
23 point with Magic Mountain to provide for existing volumes  
24 and future traffic volumes.

25 Both off ramps will be constructed as

two-lane off ramps with auxiliary lanes at the approaches to the off ramps to facilitate again current congestion problems and future volumes that will occur out in this area.

Let's see. The I-5/Magic Mountain separation. A bridge will be reconstructed with this project as well. That's necessitated due to the eight lane configuration at Magic Mountain Parkway.

Something I'll point out is currently out there, there are two bridges. There is a separation in the median. The proposal here will be to construct the median at this point to accommodate future HOV/car pool lanes that may go through this area in the future.

I'll just touch on it right now and expand on it later, but this bridge here will be constructed in conjunction with the Caltrans project, the I-5 over the Santa Clara River Bridge.

That public hearing has taken place and at that hearing we did mention the likelihood of both these bridges being constructed at one time will happen. I'll explain a little bit later why.

The Old Road in this proposal is shifted to the west. The reason for doing that is to increase the distance between these intersections to provide much needed stacking storage here for current conditions and

1 future volumes.

2 Okay. I talked about phasing with this  
3 alternative. We are currently proposing it be  
4 constructed in three phases. Phase one, as I mentioned,  
5 will be the construction of the I-5/Magic Mountain  
6 separation.

7 At this stage, we want to construct the  
8 northbound auxiliary lane off ramp and give that  
9 immediate enhancement as far as capacity. It suffers  
10 quite a bit currently.

11 Now, this phase one we are proposing to  
12 combine that with the Caltrans project of the Santa Clara  
13 River. The main reason for that is the detouring that's  
14 going to occur up on the I-5. What we want to do is take  
15 advantage of that detouring so we are not -- It's cost  
16 effective. We are paying for the detouring once as  
17 opposed to twice with the two separate projects.

18 I'll mention to you I think the  
19 inconvenience to the traveling public will certainly be  
20 benefited by having the bridge work done at one time.

21 Phase two is really the brunt of the  
22 interchange itself. It's the reconstruction of the four  
23 ramps, the widening of Magic Mountain from The Old Road  
24 to the northbound ramps. There will be a tapered section  
25 back to the existing and the realignment of The Old Road.



1                   Phase three would be just the kind of  
2 finishing out of the interchange. It will be the  
3 widening, the ultimate eight-lane widening of Magic  
4 Mountain east, as I mentioned before.

5                   Next slide.

6                   Now, we have looked at the no-action  
7 alternative and it's not really in consideration at this  
8 point because it doesn't address the existing congestion  
9 that's out there and it's not, certainly not going to  
10 address it in the future and the conditions out there  
11 will degrade. There will be increased delays, especially  
12 on Magic Mountain.

13                   It's not consistent with the local and  
14 regional planning; and as I mentioned before, the HOV  
15 lane upon the freeway kind of lends itself to  
16 facilitating efficient flow of goods and services through  
17 this area.

18                   Next slide.

19                   Here are some of the project milestones we  
20 have for this project:

21                   Today's public hearing.

22                   Two weeks from now, approximately on June  
23 28th, will be the close of the public period. We are  
24 anticipating approval of the environmental documents in  
25 late July, I believe that is.

1                   And ready to list for bid --  
2                   This is for phase one now.  
3                   -- is October of this year and that's  
4 really based on the schedule Caltrans has for the Santa  
5 Clara River Bridge and that's why we have October for  
6 that.

7                   The construction of these three phases.  
8 Phase one is a pretty hard date. We are going to see  
9 April of next year will be, the construction will start.  
10 It will last for approximately two years and will wrap up  
11 in April of oh three.

12                  Phases two and three of the construction  
13 schedule, they're just kind of anticipated leads now and  
14 we are showing, after the conclusion of phase one, phase  
15 two to start in May of oh three and go approximately two  
16 years to the middle of 2005.

17                  And phase three happening, that's about a  
18 year's duration. So, about the middle of 2006 we kind of  
19 wrap this up.

20                  One thing I will point out before I sit  
21 down, we looked at several alternatives for this  
22 interchange and as Michelle pointed out, I brought three  
23 of them with us. They are the three that are contained  
24 in the environmental documents and I won't really discuss  
25 the other two, but you're more than welcome to take a

1 look at it and ask any questions you may have on it.

2 Thanks.

3 MS. WILSON: Okay. At this time I would like to  
4 introduce Christina McGinnis, who will go over the  
5 environmental impact analysis process.

6 MS. MCGINNIS: Hello everyone. I think Michelle  
7 did introduce a little bit earlier the purpose of this  
8 hearing, which is to solicit public comment on this  
9 project and I just wanted to give a brief overview of the  
10 process.

11 So, I would like to just briefly discuss  
12 the California Environmental Quality Act and you will  
13 hear me refer to it as CEQA and which requires  
14 environmental review for any proposed project that is  
15 occurring.

16 For state and local agencies we use this as  
17 a decision-making tool to help them make the best  
18 decision on a project.

19 And NEPA is the federal level regulation  
20 that also is the counterpart of CEQA at the federal  
21 level.

22 So this proposed project is subject to both  
23 NEPA and CEQA and we have prepared a negative declaration  
24 slash environmental assessment. Basically what that term  
25 means is that all of the impacts that were discussed and

disclosed for this particular project, they were all able to be mitigated to less than significant levels.

So, that's what that means and we would like to just briefly go over some of the issue areas that we discussed in the document and so these are the typical issue areas that are discussed during the environmental review process.

As you can see, typical is topography, geology, soils, nonrenewable resources, hazardous materials, any solid waste, construction debris, hydrology, drainage and water quality. So, we are looking at the effects to local waterways. Air quality, any emissions that may come during the construction and also the operational phases.

Light and glare, noise. You get noise impacts, both short term and long term.

Biological resources. We take a look at existing resources and what impact the project may have on those resources and come up with mitigation to address those impacts.

Land use and planning. That typically is looking at general plans, zoning designations, surrounding land uses, liability issues, things like that.

Population, socioeconomics, looking at

1 issues related to the local economy and what effect the  
2 project may have on that.

3 Public services and utilities, if there is  
4 any interruption in services, things like that, we  
5 disclose that and look at mitigation efforts to remediate  
6 those concerns.

7 Traffic and transportation. I think that's  
8 an obvious one here for this project.

9 Cultural resources. Typically those are  
10 looked at to determine whether or not a cultural site  
11 exists within the proposed project site area and if any  
12 do exist then appropriate mitigation is applied.

13 Visual resources. We look at the proposed  
14 project and what kind of structure or project we are  
15 looking at in relation to the surrounding uses and  
16 whether it would be compatible, that sort of thing.

17 All right. At this stage of the process we  
18 are looking at the draft environmental document and  
19 that's why we are having this public hearing tonight is  
20 to solicit your comments on the draft and Caltrans and  
21 FHWA, the Federal Highway Administration, they're the  
22 lead agency for this project. What that means is that  
23 they will take your comments tonight and consider those  
24 and respond in a final document and once those comments  
25 are addressed, then the final document will have

1 something in it called a FONSI, which means Finding of no  
2 Significant Impact.

3 What that means is what I was talking about  
4 a little bit earlier, that all these impacts will have  
5 been disclosed and the results of this proposed project  
6 have been mitigated.

7 Then the lead agency will make a decision  
8 on the project once the final document is prepared and a  
9 notice of determination is filed and that's the last step  
10 in the environmental review process.

11 So, if you have any questions about this  
12 process, please feel free to ask me. I'll be here all  
13 evening.

14 MS. WILSON: Okay. At this time, I would like to  
15 review the comment procedures again. At this point, we  
16 would like to take comments on the project and again you  
17 can come up afterwards and ask us any questions  
18 informally or submit formal comments with the court  
19 reporter in private.

20 So, if you have comments, please remember  
21 to speak loudly and state your name and your organization  
22 for the record.

23 Does anyone have any comments?

24 (No comments.)

25 Okay. The next slide, please.

1                   If you want to submit written comments,  
2                   here's the address and again the comments are due by the  
3                   end of June 28th at five p.m. and please feel free to  
4                   come up and take a look at the boards and ask questions.

5                   We'll be here until eight.

6                   So, thanks for coming.

7                   (Whereupon the proceedings  
8                   were concluded.)

1 REPORTER'S CERTIFICATE  
2 CALTRANS PUBLIC HEARING  
3 INTERSTATE 5/MAGIC MOUNTAIN PARKWAY INTERCHANGE  
4

5 State of California )  
6 ) ss.  
7 County of Los Angeles )  
8

9 I, WILLIAM S. STEPHENS, CSR 10033,  
10 Certified Shorthand Reporter of the State of California,  
11 do hereby certify that the foregoing pages are a true and  
12 correct transcript of the proceedings held at Public  
13 Hearing on Tuesday, June 13, 2000, in the above-entitled  
14 matter.

15 Dated at Long Beach, California, this 20th  
16 day of June, 2000.

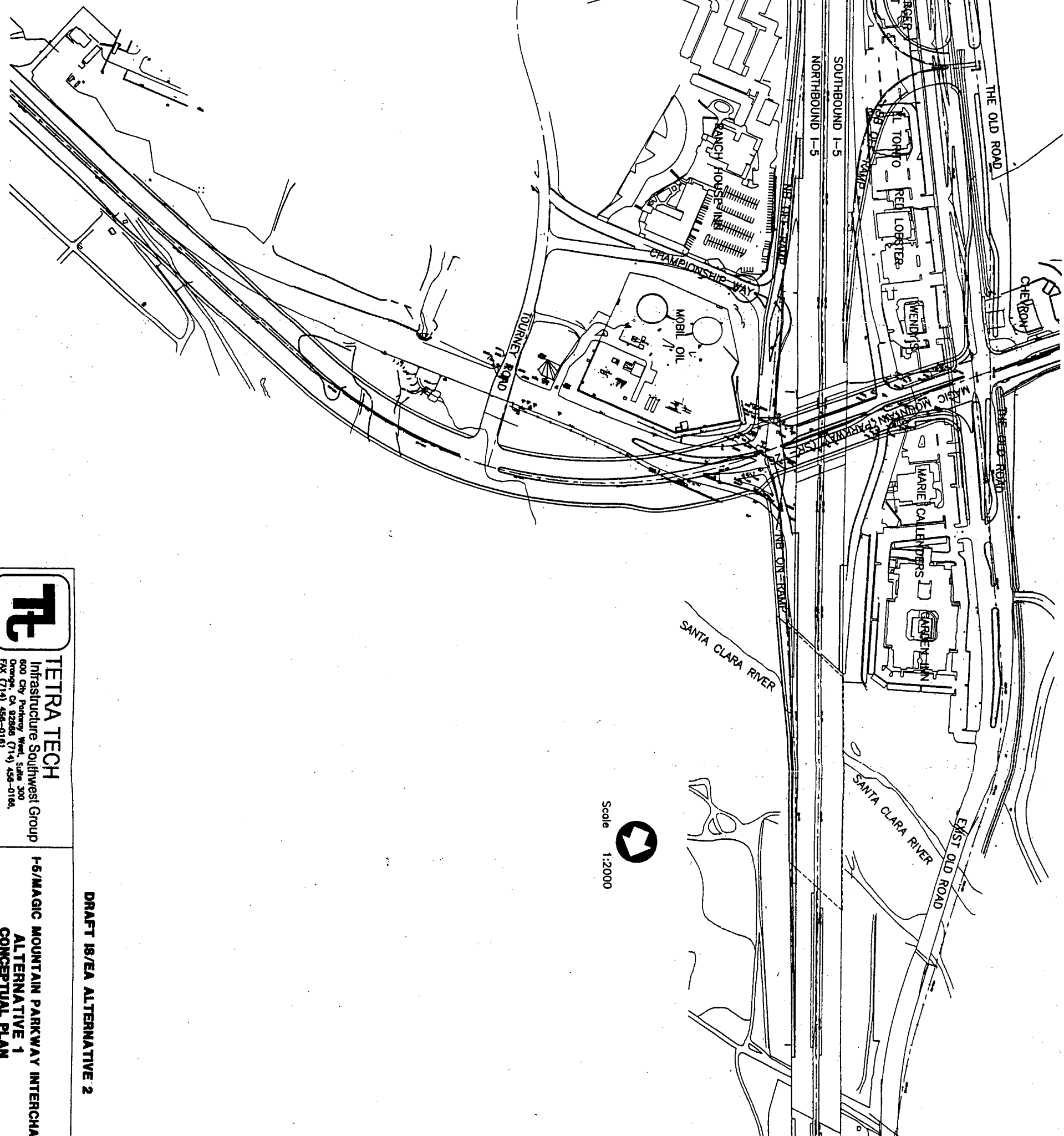
17 William Stephens  
18 WILLIAM S. STEPHENS, CSR 10033  
19 Certified Shorthand Reporter  
20 of the State of California  
21  
22  
23  
24  
25



## **DISPLAYS**

## CEQA/NEPA DOCUMENT PREPARATION AND REVIEW PROCESS

- Draft Negative Declaration/  
Environmental Assessment  
prepared
- Public notice and review
- Responses to Negative  
Declaration/Environmental  
Assessment
- Lead Agency (Caltrans/Federal  
Highway Administration)  
considers comments
- Negative Declaration/  
Environmental Assessment  
completed
- Mitigation reporting and  
monitoring program adopted  
(CEQA requirement)
- Negative Declaration/  
Environmental Assessment  
adopted
- Lead Agency makes decision  
on project
- Notice of Determination filed  
and posted within 5 working  
days of project approval  
(CEQA requirement)



**EXHIBIT 1**



## **DOCUMENTS REQUIRING RESPONSE**



# South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • <http://www.aqmd.gov>

May 24, 2000

Mr. Ronald Kosinski, Chief  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

**Notice of Preparation of an Environmental Impact Report  
Interstate 5/Magic Mountain Parkway Interchange and Related  
Improvements**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

**Air Quality Analysis**

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air

May 24, 2000

quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

### Mitigation Measures

2 In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines Section 15126 (c), any impacts resulting from mitigation measures must also be discussed.

### Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-3600. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Dr. Charles Blankson, Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

*Steve Smith*

Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development and Area Sources

SS:CB:li

LAC000510-04LI  
Control Number

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



May 9, 2000

File: 07-LA-05  
KP 84.8/86.8  
07-LA-126  
KP 9.4/11.4  
Magic Mountain Pkwy  
EA 187000

Responsible Agencies, Review Agencies,  
Trustee Agencies, and individuals interested  
in the Magic Mountain Parkway Interchange  
Project along Interstate 5 and Route 126

Notice of Public Meeting/Notice of Availability

The California Department of Transportation (Caltrans) has prepared an Initial Study / Environmental Assessment (IS/EA) on the proposed improvements at the Magic Mountain Parkway Interchange along Interstate Route 5 in the City of Santa Clarita. The proposed project would consist of the following phases:

1. Reconstruction of the I-5/Magic Mountain Parkway separation,
2. Reconstruction of the interchange and a realignment of The Old Road, and
3. Realigning and widening of Magic Mountain Parkway east of I-5 from the northbound ramps to Fairway's Entrance.

A public meeting is scheduled for June 13, 2000 from 6:00 p.m. to 8:00 p.m. at the Residence Inn, Marriott, 25230 The Old Road, Santa Clarita, CA 91381. The purpose of this hearing is to obtain public comments on our project design as well as the results of our environmental studies.

Enclosed is a copy of the Initial Study / Environmental Assessment for your review and comment. It is requested that you furnish all written comments by June 21, 2000 to:

Ronald Kosinski, Chief  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring St.  
Los Angeles, CA 90012  
Attn: Julie Smith  
or  
julie\_smith@dot.ca.gov

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA  
HAS NO EXISTING OR PROPOSED FACILITIES OR RIGHTS OF WAY  
WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT.

*Susan M. Walter*

JUN 02 2000

DATE:

MWD SJN 0000-00-097



Notice of Availability

- 2 -

For additional information on this project, please contact Ronald Kosinski at (213) 897-0703.  
Thank you for your interest in this transportation project.

Sincerely,

A handwritten signature in black ink, reading "Ronald Kosinski". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

RONALD KOSINSKI,  
Chief, Office of Environmental Planning

STATE OF CALIFORNIA-THE RESOURCES AGENCY

**DEPARTMENT OF FISH AND GAME**

GRAY DAVIS, Governor



South Coast Region  
4949 Viewridge Avenue  
San Diego, California 92123  
(858) 467-4201  
FAX (858) 467-4239

June 5, 2000

Ms. Julie Smith  
California Department of Transportation, D7  
Office of Environmental Planning  
120 South Spring Street  
Los Angeles, California 90012

Dear Ms. Smith:

**Draft Negative Declaration for  
Interstate 5/Magic Mountain Parkway Interchange  
SCH # 2000051036, Los Angeles County**

The Department of Fish and Game (Department), has reviewed the Proposed Draft Negative Declaration (DND) and Initial Study (IS) and associated documentation for impacts to biological resources. The proposed project includes the upgrading of the freeway interchange at Magic Mountain Parkway and I-5, widening and realigning Magic Mountain Parkway from the Old Road west of I-5 to Fairway's entrance east of I-5. Portions of the proposed project is located south and adjacent to the Los Angeles County Significant Ecological Area (SEA) 23, the Santa Clara River.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq.:

**Impacts to Riparian Resources**

1

Section 4.9.3 of the IS states Phase three of the proposed project would directly impact the adjacent floodplain of the Santa Clara River by filling in one unnamed ephemeral tributary to the Santa Clara River and removing associated riparian vegetation. The IS further indicates that impacts to listed species possibly occurring within

Ms. Julie Smith  
June 5, 2000  
Page Two

and adjacent to the proposed project site will be avoided. The IS states appropriate mitigation provisions outlined in the Natural Rivers Management Plan (NRMP) under the Department Streambed Alteration Agreement, U.S. ACOE Permit, California Incidental Take Permit and California Regional Water Quality Control Board Waste Discharge Requirement would be implemented.

- a. The proposed project would require a streambed alteration agreement between the project proponent and the Department. The proposed project is not currently included in the Department Streambed Alteration Agreement (SAA) Number 5-502-97 under the NRMP. In order for the Department to review the adequacy of any proposed mitigation measures for proposed project impacts to riparian habitat within Department jurisdiction a "Request for Amendment for State and Local Government Agencies and Public Utilities" form including all supporting documentation and a copy of the Negative Declaration and appropriate fee must be submitted to the Department at 4949 Viewridge Avenue, San Diego, CA 92123 Attn:SAA. The request for Amendment form may be located in exhibit 7 of SAA 5-502-97. Please call (858) 636-3159 to inquire about the current fee for an amendment request.

2. Section 4.5.1, paragraph two of the IS states "The project is located near, but outside the Santa Clara River and the project would not affect any wetland or riparian vegetation. Section 4.9.3, *Significant Ecological Area*, states that "Construction activities ..... would result in the filling of one unnamed ephemeral tributary of the Santa Clara and the removal of several mature Fremont cottonwood trees and two coast live oak trees."

- a. Please clarify these two statements as they appear to be contradictory.

### Breeding Birds

1. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- a. Proposed project activities (including disturbances to vegetation throughout the entire proposed project site) should take place outside of the breeding bird season (March 1- August 31) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, active nests shall be avoided and provided with a minimum buffer as determined by a biological monitor. (the

Ms. Julie Smith  
June 5, 2000  
Page Three

Department recommends a minimum 500 foot for all raptor nests.)

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Wildlife Biologist, at (818) 360-8140.

Sincerely,



C.F. Raysbrook  
South Coast Regional Manager

*Morgan Wehtje File*

cc: Mr. Scott Harris  
Ms. Morgan Wehtje  
Ms. Betty Courtney  
Ms Leslie MacNair  
Department of Fish and Game

U.S. Army Corps of Engineers  
Los Angeles, California

Regional Water Quality Control Board  
Los Angeles, California

State Clearinghouse  
Sacramento, California



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN  
FIRE CHIEF  
FORESTER & FIRE WARDEN

June 5, 2000

Ronald Kosinski, Chief  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring Street  
Los Angeles, CA 90012  
Attn: Julie Smith

Dear Ms. Smith:

**SUBJECT: DRAFT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT FOR  
INTERSTATE 5/MAGIC MOUNTAIN PARKWAY INTERCHANGE &  
RELATED IMPROVEMENTS (EIR #890/2000)**

The Draft Initial Study/Environmental Assessment for Interstate 5/Magic Mountain Parkway has been reviewed by the Planning, Subdivision, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

### DESIGN AND CONSTRUCTION:

Notify the County of Los Angeles Fire Department at least 10 days in advance of any street closures that may affect fire/paramedic responses in the area.

Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.

Temporary bridges shall be designed, constructed, and maintained to support a live load of at least 70,000 pounds. A minimum vertical clearance of 13'6" will be required through out construction.

Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for Fire Protection during such disruptions.

Should any questions arise regarding design and construction, and/or Subdivision/Water/Access issues please contact Inspector Michael McHargue at (323) 890-4243.

### OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for

#### SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

GOURA HILLS	BRADBURY	CUDAHY	HIDDEN HILLS	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
RTESIA	CALABASAS	DIAMOND BAR	HUNTINGTON PARK	LA PUENTE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
ZUSA	CARSON	DUARTE	INDUSTRY	LAWNDALE	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
ALDWIN PARK	CERRITOS	EL MONTE	IRWINDALE	LOMITA	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
ELL	CLAREMONT	GLENDOORA	LA CANADA FLINTRIDGE	MALIBU	POMONA	SIGNAL HILL	WHITTIER
ELLFLOWER	COMMERCE	HAWAIIAN GARDENS	LAKEWOOD	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE	
ELL GARDENS	COVINA	HAWTHORNE	LA MIRADA	NORWALK	ROLLING HILLS	SOUTH GATE	

Ronald Kosinski, Chief

June 1, 2000

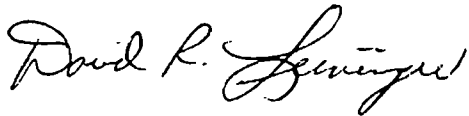
Page 2

Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance.

The areas germane to these statutory responsibilities have been addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

A handwritten signature in cursive script, reading "David R. Leininger". The signature is written in dark ink and is positioned above the typed name.

DAVID R. LEININGER, ACTING CHIEF, FORESTRY DIVISION  
PREVENTION BUREAU

DRL:sc



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse



Steve Nissen  
ACTING DIRECTOR

June 8, 2000

Julie Smith  
Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012-3606

Subject: Interstate 5/Magic Mountain Parkway Interchange and Related Improvements  
SCH#: 2000051036

Dear Julie Smith:

9 [The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on June 7, 2000, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2000051036  
**Project Title** Interstate 5/Magic Mountain Parkway Interchange and Related Improvements  
**Lead Agency** Caltrans #7

---

**Type** jd Joint Document

**Description** The proposed project consists of upgrading the freeway interchange at Magic Mountain Parkway and I-5, widening and realigning Magic Mountain Parkway for the Old Road west of I-5 to Fairway's Entrance east of I-5. The project area also includes road restriping on Magic Mountain Parkway from Fairway's entrance to McBean Parkway. Three alternatives were considered in the Initial Study/Environmental Assessment, the No-Build Alternative, Improvement with Southbound Hook Ramp and Northbound Diamond (Direct) Ramp Interchange, Improvements with Partial Cloverleaf Interchange and Improvements with Improved Diamond Interchange (Preferred Alternative).

---

**Lead Agency Contact**

**Name** Julie Smith  
**Agency** Department of Transportation, District 7  
**Phone** 213/897-0444 **Fax**  
**email**  
**Address** 120 South Spring Street  
**City** Los Angeles **State** CA **Zip** 90012-3606

---

**Project Location**

**County** Los Angeles  
**City** Santa Clarita  
**Region**  
**Cross Streets** Magic Mountain Parkway and The Old Road

<b>Parcel No.</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
-------------------	--------------	----------------	-------------

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**Proximity to:**

**Highways** Interstate 126  
**Airports**  
**Railways**  
**Waterways** Santa Clara River  
**Schools**  
**Land Use** Transportation

---

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife; Landuse

---

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Department of Forestry and Fire Protection; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Santa Monica Mountains Conservancy; State Lands Commission

---

**Date Received** 05/09/2000 **Start of Review** 05/09/2000 **End of Review** 06/07/2000



**Lum, Luanne -- Tt, Inc.**

---

**From:** Julie\_Smith@dot.ca.gov  
**Sent:** Monday, June 19, 2000 6:43 AM  
**To:** michelle.wilson@tetrattech.com; luanne.lum@tetrattech.com  
**Subject:** Response to Presentation at Public Hearing Regarding MAgic Mountain Parkway

Comment from public meeting.

----- Forwarded by Julie Smith/D07/Caltrans/CAGov on  
06/19/2000 06:42 AM -----

"Kelley, Steve" <SKelley@prandium.com>@prandium.com> on 06/16/2000 10:28:14 AM

To: "julie\_smith@dot.ca.gov" <julie\_smith@dot.ca.gov>  
cc:

Subject: Response to Presentation at Public Hearing Regarding MAgic Mountain Parkway

10 [ Hamburger Hamlet is interested in the plan for providing access to the businesses south of the Magic Mountain / Old Road intersection after the Old Road is relocated to the west of its current location. Additionally, the design and treatment of the area vacated by the Old Road after the new relocation is also of interest to us. As you may expect, we are not thrilled at the prospect of having a major access intersection under construction for several years. How will we be informed of the construction schedules on a go forward basis.

Steven Kelley  
Vice-president Operations  
Hamburger Hamlet  
6914 Hollywood Blvd.  
Los Angeles, CA 90028  
skelley@prandium.com

ty of  
nta Clarita

23920 Valencia Blvd.  
Suite 300  
Santa Clarita  
California 91355-2196  
Website: www.santa-clarita.com

Phone  
(661) 259-2489  
Fax  
(661) 259-8125



June 16, 2000

Mr. Ronald Kosinski  
Chief, Office of Environmental Planning  
Caltrans District 7  
120 S. Spring Street  
Los Angeles, CA 90012

Subject: Interstate 5/Magic Mountain Parkway Interchange  
Draft Initial Study/Environmental Assessment

Dear Mr. Kosinski:

We have reviewed the draft Initial Study/Environmental Assessment (IS/EA) report for the subject project and are providing the following comments:

11 The construction of this interchange should be coordinated with the impacted public agencies, and should not take place prior to the completion of the Valencia Boulevard/I-5 interchange improvement.

The mitigation measures under traffic and transportation (Section 4.13.2) should mention that this project will be coordinated and scheduled with the Santa Clara River Bridge re-construction project.

12 The figure showing the existing AM peak hour traffic volumes (Figure. 1-3) has a couple of minor mistakes. The arrows representing the southbound traffic at Tourney Road and I-5 are shown as going westbound not southbound.

Please include these comments in the subject IS/EA. If you have any questions regarding these comments, please feel free to contact me at (661) 286-4057.

Sincerely,

Rabie J. Rahmani, P.E.  
Senior Traffic Engineer

RJR:AN:lk1  
traffic/ariz/mmpl-5.doc

cc: Anthony J. Nisich, Director of Transportation & Engineering Services  
Jeffery Lambert, Director of Planning & Building Services  
Bahman Janka, City Traffic Engineer  
Fred Follstad, Senior Planner

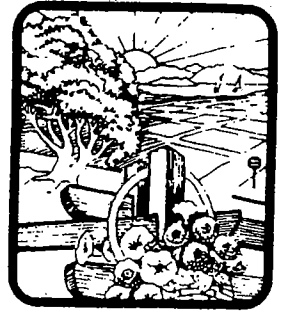


# SCOPE

## Santa Clarita Organization for Planning the Environment

TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY  
AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY

POST OFFICE BOX 1182, CANYON COUNTRY, CA 91386



6-21-00

Mr. Ronald Kosinski - Chief, Office of Environmental Planning  
Attn: Julie Smith  
California Dept. of Transportation, District 7  
120 S. Spring St.  
Los Angeles, Ca. 90012

Mr. Michael Ritchie  
Federal Highway Administration  
980-9th St. Suite 400  
Sacramento, Ca. 95814-2724

Re: Magic Mountain/I-5 Interchange and re-alignment of the Old Road EA:187000

Dear Ms. Smith and Mr. Ritchie:

We support the improvement of the northbound off-ramp included in this project. Week-end visitors to Magic Mountain Amusement Park have long caused a dangerous back-up onto the freeway in this location because of the awkward design and insufficient capacity of this off-ramp.

We do NOT support the expansion of Magic Mountain Parkway to eight lanes. Six lanes is sufficient to handle traffic, but not so many as to discourage the development of public transportation. Also, the community adamantly opposed 8 lanes for this thoroughfare for the last 15 years. We do not want the noise and air pollution that will be caused by accommodating this much traffic through the City. We are in a non-attainment zone for ozone and PM10 pollution. We do not understand how this expansion can be acceptable under the SIP and clean air act.

We especially request that you re-evaluate the re-alignment of the Old Road which you propose to move west by 197 feet. There is a very old (approximately 500 years) and very large Heritage Valley Oak on the Northwest area of this intersection that would be impacted by such a re-alignment. We ask that you PLEASE save this tree. It could probably be done quite easily and still have the intersection meet your requirements by just not moving the old road so far to the west.

We request that the maps for this re-alignment included in the EA be re-drawn to show any oak removals that will occur. The present document does not give an accurate analysis of the impact to oak trees in the area.

Also, the EA describes an "unnamed tributary to the Santa Clara River". This is a large side drainage with mature cottonwoods. The EA does not disclose how this drainage and the riparian habitat will be affected by the widening of Magic Mountain Parkway. If it will be affected, mitigation for loss of riparian habitat is required. Please disclose the mitigation that is proposed for this impact.

Thank-you for your time. We would appreciate being informed as to the re-alignment of the Old Road to preserve the heritage Valley Oak tree.

Sincerely,

Lynne Plambeck

1<sup>st</sup> Vice President

**SANTA CLARITA OAK CONSERVANCY****P.O. Box 520****Saugus, CA 91380**

June 20, 2000

Julie Smith

Fax : 213-897-0685

Cal Trans District 7

120 South Spring Street

Los Angeles, CA 90010

icated to  
the  
ervation  
of  
Native  
Oaks

Dear Ms.Smith:

16

Thank you for allowing us to comment on the road realignment at Magic Mountain Parkway and the Old Road in Santa Clarita. As you know standing to west of the Old Road is a huge Heritage Oak tree. This beautiful stately giant is over four hundred years old. This rare Native California oak tree is protected by the County of Los Angeles and the City of Santa Clarita. We are asking that you design the road so this California natural resource can be preserved.

Very truly yours,

Cynthia Neal-Harris

Vice President S.C.Oak Conservancy



June 13, 2000

Ronald Kosinski, Chief  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring St.  
Los Angeles, CA 90012  
Attn: Julie Smith

RE: Magic Mountain Interchange Project

Your File: 07-LA-05  
KP 84.8/86.8  
07-LA-126  
KP 9.4/11.4  
Magic Mountain Pkwy  
EA 187000

Gentlemen:

My company is the tenant of the Wendy's Restaurant at the corner of Magic Mountain Parkway and The Old Road. As you requested in your letter of May 9, 2000, I am writing to register my comments with you regarding the proposed interchange improvement.

17 Your preferred alternative involving the realignment of The Old Road 60 meters to the west would effectively remove Wendy's from the corner and replace it with a relocated Chevron station, blocking the visibility of Wendy's from eastbound traffic at the intersection. Furthermore, it would move Wendy's down slope and out of the immediate line of sight of drivers traveling either direction on The Old Road. Finally, customers will have to drive 200 feet further to get to Wendy's after turning off of The Old Road, while eastbound drivers on Magic Mountain Parkway would have no access to Wendy's once they cross the intersection if the existing curb cut is removed. Since a sizeable proportion of Wendy's customers choose the restaurant on impulse, the diminished visibility and access inherent in this plan as it now stands would be particularly damaging to Wendy's.

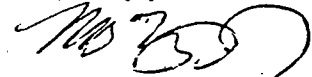
There are, however, several measures that can be taken to mitigate the damage, including:

- (1) Build the new road section and intersection at the same elevation as the lowest point of the existing intersection;
- (2) Use the newly created open area between The Old Road and the restaurants along I-5 for parking, and design and grade the parking area to maximize visibility of and access to Wendy's both to drivers on the streets and to customers of the relocated Chevron station;
- (3) Retain the existing curb cut for eastbound traffic on Magic Mountain Parkway between The Old Road and I-5.
- (4) Allow Wendy's monument signs on both The Old Road and Magic Mountain Parkway;
- (5) Allow raising the height of Wendy's pole sign.

The above steps will mitigate damage that would otherwise result from the completed project, but I am also worried about the potential effects of the construction phase. These effects will be minimized if Wendy's' visibility and access are compromised as little as possible, both in scope of construction underway at any one time, and the timing of the most disruptive of construction activities. For example, very late night or very early Tuesday morning in January and February are preferable times for this sort of work than midday Saturday in August.

I appreciate the opportunity to furnish my comments to you. If there is any information I can provide that would be helpful to you in planning the project, please don't hesitate to let me know.

Very truly yours,



R. B. Montgomery, Jr.  
President



LARRY W. STONE, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

July 13, 2000

IN REPLY PLEASE  
REFER TO FILE: P-2

Mr. Ronald Kosinski, Chief  
Caltrans, District 7  
Office of Environmental Planning  
120 South Spring Street  
Los Angeles, CA 90012

Attention Julie Smith

Dear Mr. Kosinski:

### RESPONSE TO A DRAFT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT (IS/EA) - INTERSTATE 5 AT MAGIC MOUNTAIN PARKWAY

Thank you for the opportunity to provide comments on the Draft IS/EA for the proposed Interstate 5 at Magic Mountain Parkway. We have reviewed the Draft IS/EA and offer the following comments:

#### Environmental Programs

- 19 Should any operation within the subject project include the construction/installation, modification, or removal of underground storage tanks and/or industrial waste control or disposal facilities, this Department's Environmental Programs Division must be contacted for required approvals and operating permits.

If you have any questions regarding the above comment, please contact Mr. Lee Miller at (626) 458-3524.

#### Transportation/Assessments

- 20 Magic Mountain Parkway is a major highway on the County Highway Plan requiring 100 feet of right of way plus slope easements. The centerline alignment for Magic Mountain Parkway, east of The Old Road, is as shown on CSB-5156.

Mr. Ronald Kosinski, Chief

July 13, 2000

Page 2

The Old Road is a major highway on the County Highway Plan requiring 100 feet of right of way plus slope easements. The centerline of The Old Road, south of Magic Mountain Parkway, is as shown on CSB-5174. The centerline alignment for The Old Road, north of Magic Mountain Parkway, is as shown on FM-12010.

If you have any questions regarding this matter, please contact Mr. Hans Riedel at (626) 458-4364.

#### Traffic and Lighting

##### Traffic Volumes/Geometric Design

Our previous June 25, 1998 comments have been adequately addressed; however, we have the following additional comments in the event that Alternative 3 does not remain as the preferred alternative:

21 We recommend the County or County/State of California intersections be designed to Level of Service (LOS) D or better. The intersection of The Old Road/Magic Mountain Parkway is projected to operate at LOS E during both the a.m. and p.m. peak hours with design Alternatives 1 and 2. The intersection of The Old Road/1-5 southbound ramps is projected to operate at LOS E during the a.m. peak-hour with design Alternative 1. These LOS' were obtained from the September 1998 Traffic Forecast Volumes, Appendix C, of the Draft Project Report. Additional improvements to these intersections should be recommended so that LOS D or better is maintained.

The conceptual design plans in the documents are acceptable. Scaled final design plans should be submitted for our review and approval.

If you have any questions regarding traffic volumes, please contact Mr. Suen Fei Lau of our Traffic Studies Section at (626) 458-5909. For questions regarding geometric design, please contact Mr. David Nguyen of our Traffic Design I Section at (626) 458-4966.



Mr. Ronald Kosinski, Chief  
July 13, 2000  
Page 3

If you have any questions regarding the environmental reviewing process of this Department, please contact Mr. Scott Schales at the address on the first page or at (626) 458-4119.

Very truly yours,

HARRY W. STONE  
Director of Public Works



*For:* DAVID YAMAHARA  
Assistant Deputy Director  
Planning Division

SB:ro  
A:\SB411.wpd

**Lum, Luanne -- Tt, Inc.**

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**From:** Julie\_Smith@dot.ca.gov  
**Sent:** Thursday, July 06, 2000 12:30 PM  
**To:** michelle.wilson@tetrattech.com; luanne.lum@tetrattech.com  
**Subject:** Valencia Document

Michelle:

I received a phone call from a gentleman requesting a copy of the Valencia Blvd document today. Please mail one copy to the following:

Curt Kendall  
23916 Sarda Rd.  
Valencia, CA 91355

Thanks!

PS Luanne, let's go ahead and add him to the Magic Mountain Parkway mailing list as well.

22

**Lum, Luanne -- Tt, Inc.**

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**From:** Julie\_Smith@dot.ca.gov  
**Sent:** Tuesday, July 11, 2000 9:52 AM  
**To:** kdicarlo@ch2m.com; michelle.wilson@tetrattech.com; estrojek@ch2m.com; luanne.lum@tetrattech.com  
**Subject:** Final EIR

If you haven't done so already, please include the following business on the mailing lists for projects along I-5 in Santa Clarita.  
Thanks

----- Forwarded by Julie Smith/D07/Caltrans/CAGov on 07/11/2000 09:51 AM -----

"Dan Duncan" <dDuncan@sftp.com> on 07/11/2000 08:52:18 AM

To: <julie\_smith@dot.ca.gov>  
cc:

Subject: Final EIR

Can you please send me a copy of the final EIR on the Interstate 5 bridge replacement over the Santa Clara river in the City of Santa Clarita.

Thanks for your assistance.

Dan Duncan, Safety/Environmental Manager  
Six Flags Magic Mountain  
26101 Magic Mountain Pkwy  
Valencia, Ca 91355

23

**Lum, Luanne -- Tt, Inc.**

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**From:** GregLeeM@aol.com  
**Sent:** Tuesday, July 11, 2000 12:31 PM  
**To:** LUANNE.LUM@tetrattech.com  
**Cc:** julie\_smith@dot.ca.gov  
**Subject:** Re: FW: (no subject)

Ms. Lum,

Please send a copy of the final ISEA to:

24

Marie Callenders #97  
27630 The Old Rd.  
Valencia, Ca. 91355  
Attn: Greg Morin

Thank you for your help in this,

Greg Morin

**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS,  
SANTA CLARITA, CALIFORNIA**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
<b>South Coast Air Quality Management District</b>		
1	Air Quality Analysis	The CEQA Air Quality Handbook (1993) was used as guidance in preparation of the air quality analysis. Construction-related air quality impacts are discussed in Section 4.6.1 with calculations provided in Appendix A. Operation-related air quality impacts are also discussed in Section 4.6.1.
2	Mitigation Measures	The air quality mitigation measures are discussed in Section 4.6.3.
<b>The Metropolitan Water District of Southern California</b>		
3	The Metropolitan Water District of Southern California has no existing or proposed facilities or rights of way within the construction limits of this project.	Comment noted.
<b>State of California Department of Fish and Game</b>		
4	Section 4.9.3 of the IS states Phase three of the proposed project would directly impact the adjacent floodplain of the Santa Clara River by filling in one unnamed ephemeral tributary . . . a "Request for Amendment for State and Local Government Agencies and Public Utilities" form including all supporting documentation and a copy of the Negative Declaration and appropriate fee must be submitted to the Department.	A "Request for Amendment for State and Local Government Agencies and Public Utilities" form including all supporting documentation and a copy of the Negative Declaration and appropriate fee will be submitted as specified to California Department of Fish and Game for review of any proposed mitigation measures. An amendment to the existing 1603 permit is included as a mitigation measure in the Executive Summary (Biological Resources discussion), Section 4.9.5, and Section 4.18.
5	Section 4.5.1, paragraph two of the IS states "The project is located near, but outside the Santa Clara River and the project would not affect any wetland or riparian vegetation. Section 4.9.3, <i>Significant Ecological Area</i> , states that "Construction activities . . . would result in the filling of one unnamed ephemeral tributary of the Santa Clara and the removal of several mature Fremont cottonwood trees and two coast live oak trees." a. Please clarify these two	The statement in Section 4.5.1; paragraph two of the IS is clarified to state "The project is located near, but outside the Santa Clara River and the project would not affect any wetland or riparian vegetation except within one unnamed ephemeral tributary where several Fremont cottonwood trees would be removed."

**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS, SANTA CLARITA, CALIFORNIA**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
	statements as they appear to be contradictory.	
6	Proposed project activities (including disturbances to vegetation throughout the entire proposed project site) should take place outside of the breeding bird season (March 1-August 31) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, active nests shall be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500 foot for all raptor nests.)	Section 4.9.5 Mitigation, Cumulative Impacts section has been revised to incorporate the suggested avoidance of the breeding bird season and buffer.
<b>County of Los Angeles Fire Department</b>		
7	<p>Notify the County of Los Angeles at least 10 days in advance of any street closures that may affect fire/paramedic responses in the area.</p> <p>Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.</p> <p>Temporary bridges shall be designed, constructed, and maintained to support a live load of at least 70,000 pounds. A minimum vertical clearance of 13'6" will be required through construction.</p> <p>Disruptions to water service shall be coordinated with the County of</p>	Caltrans will coordinate with the Los Angeles County Fire Department on all of the issues of concern prior to the start of construction. This is a requirement of Caltrans Best Management Practices.

**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS, SANTA CLARITA, CALIFORNIA**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
	Los Angeles Fire Department and alternate water sources shall be provided for Fire Protection during such disruptions.	
8	<p>The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zone 4, archeological and cultural resources and the County Oak Tree Ordinance.</p> <p>The areas germane to these statutory responsibilities have been addressed.</p>	Comment noted.
<b>State Clearinghouse</b>		
9	The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on June 7, 2000, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.	Comment noted.
<b>Steven Kelley, Vice-president Operations, Hamburger Hamlet</b>		
10	Hamburger Hamlet is interested in the plan for providing access to the business south of the Magic Mountain/Old Road intersection after the Old Road is relocated to the west of its current location. Additionally, the design and treatment of the area vacated by the Old Road after the new relocation is also of interest to us.	The final design of the Magic Mountain Parkway / Old Road intersection and relocation of the Old Road to the west has not yet started. The current plan is to protect the existing utilities in the Old Road at their current locations with the vacation of the Old road becoming a "utility corridor." There is no current proposal for the improvements within the vacated area. It is anticipated when design begins, there will be a coordinated effort with the local businesses to address parking, access, and traffic circulation concerns.

**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS,  
SANTA CLARITA, CALIFORNIA**

Comment Number	Comment	Response
	As you may expect, we are not thrilled at the prospect of having a major access intersection under construction for several years. How will we be informed of the construction schedules on a go forward basis.	As the design for phases 2 and 3 of the interchange begin, there will be a coordinate effort as previously mentioned. During this coordination, local businesses will be kept abreast of the design/construction schedules for the interchange. As part of the final design, special provisions will be included within the construction documents, instructing the contractor to provide advance notification to the local businesses of construction activities and any short-term closures with proposed detour routes.
<b>City of Santa Clarita</b>		
11	<p>The construction of this interchange should be coordinated with the impacted public agencies, and should not take place prior to the completion of the Valencia Boulevard/I-5 interchange improvement.</p> <p>The mitigation measures under traffic and transportation (Section 4.13.2) should mention that this project will be coordinated and scheduled with the Santa Clara River Bridge re-construction project.</p>	<p>Phase 1 and the bridge replacement are being closely coordinated so as to minimize community and biological impacts. At this point, however, Caltrans cannot guarantee that the Valencia Boulevard project will be completed before the start of Phase 1 of Magic Mountain or the construction for the Santa Clara River Bridge (SCRB). Phase 1 of the Magic Mountain Parkway project and the replacement of the SCRB bridge is necessitated due to the safety issues involved with the bridge and there is a strict construction window due to the endangered species in the area and worker safety in the riverbed during the rainy season. Caltrans understands that Valencia Boulevard is to be utilized as the detour for projects along Interstate 5, but both projects have their own schedules and issues. Caltrans cannot make the completion of Valencia Boulevard a condition of the Phase 1 of Magic Mountain and the SCRB replacement project.</p> <p>The mitigation measures under traffic and transportation (Section 4.13.2) are revised to state that this project will be closely coordinated and scheduled with the reconstruction of the Santa Clara River Bridge project.</p>
12	The figure showing the existing AM peak hour traffic volumes (Figure 1-3) has a couple of minor mistakes. The arrows representing the southbound traffic at Tourney Road and I-5 are shown as going westbound not southbound.	Figure 1-3 is revised as suggested.



**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS,  
SANTA CLARITA, CALIFORNIA**

Comment Number	Comment	Response
<b>Santa Clarita Organization for Planning the Environment (SCOPE)</b>		
13	<p>We support the improvement of the northbound off-ramp included in this project. Weekend visitors to Magic Mountain Amusement Park long caused a dangerous back-up onto the freeway in this location because of the awkward design and insufficient capacity of this off-ramp.</p> <p>We do NOT support the expansion of Magic Mountain Parkway to eight lanes. Six lanes are sufficient to handle traffic, but not so many as to discourage the development of public transportation. Also, the community adamantly opposed 8 lanes for this thoroughfare for the last 15 years. We do not want the noise and air pollution that will be caused by accommodating this much traffic through the City. We are in a not-attainment zone for ozone and PM10 pollution. We do not understand how this expansion can be acceptable under the SIP and clean air act.</p>	<p>Comment noted.</p> <p>All noise and air quality criteria were evaluated and any mitigation measures are discussed in Section 4.6.3 and 4.7.2. Also see Comment Numbers 1 and 2.</p>
14	<p>We especially request that you re-evaluate the re-alignment of the Old Road, which you proposed to move west by 197 feet. There is a very old (approximately 500 years) and very large Heritage Valley Oak on the Northwest area of this intersection that would be impacted by such a re-alignment. We ask that you PLEASE save this tree. It could probably be done quite easily and still have the intersection meet your requirements by just not moving the old road so far to the west.</p>	<p>Based on a preliminary evaluation for realignment of The Old Road, it appears that avoidance of the large valley oak tree located in the northwest area of the intersection is possible and minimum turning requirements for the intersection would be met. Procedures necessary to avoid the oak tree will be specified in the Oak Tree Permit required by the County of Los Angeles and avoidance of the tree will also be incorporated during the final project design stage prior to construction.</p> <p>At this time, maps cannot be re-drawn for inclusion into the EA to show oak removals. However, impacts to oak trees are adequately analyzed in Section 4.9.2 and 4.9.3 discussing Special-Status Botanical Resources.</p>

**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS,  
SANTA CLARITA, CALIFORNIA**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
	We request that the maps for this re-alignment included in the EA be re-drawn to show any oak removals that will occur. The present document does not give an accurate analysis of the impact to oak trees in the area.	
15	Also, the EA describes an "unnamed tributary to the Santa Clara River." This is a large side drainage with mature cottonwoods. The EA does not disclose how this drainage and the riparian habitat will be affected by the widening of Magic Mountain Parkway. If it will be affected, mitigation for loss of riparian habitat is required. Please disclose the mitigation that is proposed for this impact.	The EA states how the unnamed ephemeral tributary (drainage) is affected by the realignment of Magic Mountain Parkway in Section 4.9.2 discussing Sensitive Natural Communities and Critical habitat and Section 4.9.3 discussing Significant Ecological Areas and Special Botanical Resources. Required mitigation for loss of riparian habitat is discussed and disclosed in the Executive Summary (Biological Resources section), Section 4.9.5, and Section 4.18. Also see Comment Number 4 and 5.
<b>Santa Clarita Oak Conservancy</b>		
16	Thank you for allowing us to comment on the road realignment at Magic Mountain Parkway and the Old Road in Santa Clarita. As you know standing to west of the Old Road is a huge Heritage Oak tree. This beautiful stately giant is over 400 years old. This rare Native California oak tree is protected by the County of Los Angeles and the City of Santa Clarita. We are asking that you design the road so this California natural resource can be preserved.	See Comment Number 14.
<b>Four Corners, Inc., R.B. Montgomery, Jr., President</b>		
17	Your preferred alternative involving the realignment of The Old Road 60 meters to the west would effectively remove Wendy's from the corner and replace it with a relocated intersection. Furthermore, it would move Wendy's down slope	<p>The preferred alternative does shift the intersection of The Old Road and Magic Mountain Parkway approximately 60 meters to the west. This shift is to provide better intersection spacing and bring the operations of the interchange to an acceptable level of service.</p> <p>The relocation of The Old Road will cause the</p>

**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS,  
SANTA CLARITA, CALIFORNIA**

Comment Number	Comment	Response
	<p>and out of the immediate line of sight of drivers traveling either direction on the Old Road. Finally, customers will have to drive 200 feet further to get to Wendy's after turning off of The Old Road, while eastbound drivers on Magic Mountain Parkway would have no access to Wendy's once they cross the intersection if the existing curb cut is removed. Since a sizeable proportion of Wendy's customers choose the restaurant on impulse, the diminished visibility and access inherent in this plan as it now stands would be particularly damaging to Wendy's.</p>	<p>relocation of the existing Chevron gas station located on the southwesterly corner, however, the new location of the Chevron station has not been determined.</p> <p>Final design for the new intersection has not yet begun but preliminary design indicates the new elevation will not be dramatically higher, rather it is anticipated to be approximately 2 feet higher.</p> <p>The existing curb cut on Magic Mountain Parkway is proposed to be severed. Having an access point at this location will be a safety concern as vehicles entering and exiting the driveway will mix with vehicles entering the freeway system.</p>
18	<p>There are, however, several measures that can be taken to mitigate the damage, including:</p> <ul style="list-style-type: none"> <li>(1) Build the new road section and intersection at the same elevation as the lowest point of the existing intersection;</li> <li>(2) Use the newly created open area between The Old Road and the restaurants along I-5 for parking, and design and grade the parking area to maximize visibility of and access to Wendy's both to drivers on the street and to customers of the relocated Chevron station;</li> <li>(3) Retain the existing curb cut for eastbound traffic on Magic Mountain Parkway between The Old Road and I-5.</li> <li>(4) Allow Wendy's monument signs on both The Old Road and Magic Mountain Parkway;</li> <li>(5) Allow raising the height of</li> </ul>	<ul style="list-style-type: none"> <li>1) The intent of the design will be to keep the intersection as close to existing grade as possible.</li> <li>2) One of the uses of the newly created open space between the existing businesses and The Old Road will be a utility corridor. There are several utilities present within the existing roadway and maintaining their position is desired. Therefore, building of structures within that area will not happen. Other uses, such as parking or landscaping would be appropriate for this area.</li> <li>3) As mentioned above, maintaining the existing curb cut would create conflicts with vehicles entering the southbound offramp and be a safety concern. On The Old Road, south of Magic Mountain Parkway, an access point, most likely a signalized intersection will be built to provide access to the businesses.</li> <li>4) The position of monument signs would be a function of the County of Los Angeles codes and also that of the landowner.</li> <li>5) See response to (4).</li> </ul> <p>Minimization of traffic delays due to construction are described in Section 4.13.2. Any daily time constraints</p>

**RESPONSE TO PUBLIC COMMENTS ON THE DRAFT IS/EA FOR THE PROPOSED I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE AND RELATED IMPROVEMENTS,  
SANTA CLARITA, CALIFORNIA**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
	<p>Wendy's pole sign.</p> <p>The above steps will mitigate damage that would otherwise result from the completed project, but, I am also worried about the potential effect of the construction phase. These effects will be minimized if Wendy's visibility and access are compromised as little as possible, both in scope of construction underway at any one time, and the timing of the most disruptive of construction activities. For example, very late night or very early Tuesday morning in January and February are preferable times for this sort of work than midday Saturday August.</p>	<p>and requirements for construction are specified by the City of Santa Clarita Noise Ordinance and are described in Section 4.7.2.</p>
<b>County of Los Angeles, Department of Public Works</b>		
19	Environmental Programs section	The Department's Environmental Programs Division will be contacted for any required approvals and operating permits.
20	Transportation/Assessments section	Right of way and slope easement requirements for major highways on the County Highway Plan will be coordinated with the Department of Public Works during the final design stage.
21	Traffic Volumes/Geometric Design section	Any design changes will be coordinated with the department and scaled final design plans will be submitted for the department's review and approval.
<b>Curt Kendall</b>		
22	Add to the mailing list.	Added to the mailing list in the document.
<b>Dan Duncan, Safety/Environmental Manager, Six Flags Magic Mountain</b>		
23	Include this business on the mailing lists for projects along I-5 in Santa Clarita.	Added to the mailing list in the document.
<b>Greg Morin, Marie Callenders #97</b>		
24	<p>Please send a copy of the final ISEA to:</p> <p>Marie Callenders #97 2730 The Old Rd. Valencia, Ca 91355 Attn: Greg Morin</p>	<p>Added to the mailing list in the document and will send a copy of the final IS/EA to address noted.</p>

## **PUBLICITY**

**NOTICE OF AVAILABILITY**  
**I-5/SR-126 (MAGIC MOUNTAIN PARKWAY) INTERCHANGE IMPROVEMENTS PROJECT**  
**May 9, 2000**

**Public Notice**

**Interstate 5/State Route 126 (Magic Mountain Parkway) Interchange Improvements  
Public Hearing and Availability of Environmental Document**

**What's Planned**

The California Department of Transportation (Caltrans) plans to upgrade the freeway interchange at the intersection of Magic Mountain Parkway (State Route 126 [SR-126]) and the Golden State Freeway (Interstate 5 [I-5]) to meet increasing traffic demand. The project will consist of three phases. Phase 1 improvements involve reconstructing the I-5/SR-126 (Magic Mountain Parkway) separation requiring minor roadway modifications on Magic Mountain Parkway to attain minimum vertical clearance at the separation. Phase 2 improvements consists of reconstructing the interchange and realignment of The Old Road to increase the intersection spacing of the interchange and to widen Magic Mountain Parkway east of I-5 from The Old Road to Tourney Road. Phase 3 will consist of Magic Mountain Parkway from the northbound ramps to Fairway's Entrance and will realign a portion of Magic Mountain Parkway to improve design speed. The roadway would be widened to eight lanes from the interchange to Fairway's Entrance.

Construction of phase I of the I-5/(SR-126) Magic Mountain Parkway interchange is expected to begin in April 2001 with completion by April 2003. The remaining two phases are expected to be complete by June 2006.

Estimated cost of the total project is 47 million dollars, phases 1, 2, and 3 being 13 million, 28 million, and 6 million respectively.

**Why This Ad?**

There are three reasons 1) to invite you to an open forum hearing of the project; 2) to tell you of the availability of the environmental document; and 3) to hear your comments about the proposed project:

**When**

Tuesday, June 13, 2000  
6:00 – 8:00 pm

**Where**

Residence Inn-Marriott  
Conference Center  
25230 The Old Road  
Santa Clarita, California 91381

The environmental studies evaluated potential environmental impacts associated with this project. Caltrans has determined that the project will not have a significant impact on the environment. The environmental document is called a Draft Negative Declaration/Environmental Assessment and satisfies the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

**What's Available**

The environmental document is available for review at:

Valencia Library  
23743 West Valencia Blvd.  
Santa Clarita, California 91355

County of Los Angeles Public Library  
7400 Imperial Hwy.  
Downey, California 90241

The environmental document is also available upon request from the contact listed below.

#### **Where You Come In**

Plan to attend the hearing and review the environmental study. You may submit your comments at the hearing or in writing to the address below.

#### **Contact**

Please send comment letters to the individual listed below. Individuals that require special accommodations (American sign language interpreter, accessible seating, documentation in alternate formats, etc.) may contact the Environmental Planning Office at 213-897-0444 at least 15 working days prior to reviewing the information. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

Ronald Kosinski – Chief, Office of Environmental Planning  
Attention: Julie Smith  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012, (213) 897-5037  
[julie\\_smith@dot.ca.gov](mailto:julie_smith@dot.ca.gov)

**AVISO DE DISPONIBILIDAD**  
**PROYECTO DE MEJORA DE EL ENLACE DE AUTOPISTAS EN EL SR-126 (MAGIC**  
**MOUNTAIN PARKWAY) Y LA AUTOPISTA INTERESTATAL I-5**  
**Mayo 9 del 2000**

**Aviso Público**

**Mejora de el Enlace de Autopistas en la ruta estatal 126 (Magic Mountain Parkway) y la Autopista Interestatal I-5**

**Audiencia Pública y Acceso al Documento de Medio Ambiente**

**¿Qué se Planea?**

El Departamento de Transporte de California (Caltrans) planea mejorar el sistema de enlace de autopistas en la intersección entre Magic Mountain Parkway ruta estatal 126 (State Route 126 [SR-126]) y la autopista Golden State (Interestatal 5 [I-5]) para afrontar la creciente demanda de tráfico. El proyecto incluye tres fases. Las mejoras de la Fase 1 implican reconstruir la desviación de Magic Mountain Parkway SR-126 y la autopista I-5 lo cual requerirá pequeñas modificaciones viales en Magic Mountain Parkway para proveer una capacidad vertical mínima entre la autopista I-5 y Magic Mountain Parkway SR-126. Las mejoras de la Fase 2 implican reconstruir el enlace de autopistas y reestructurar el camino The Old para incrementar el espacio de intersección en dicho enlace y ampliar Magic Mountain Parkway al este de la autopista I-5 desde el camino The Old hasta el camino Turney. La Fase 3 incluirá ampliar el Magic Mountain Parkway desde las vías de acceso con dirección norte hasta la salida Fairway y reestructurara un tramo del Magic Mountain Parkway para mejorar la velocidad con el diseño. La calzada sería ampliada a ocho carriles desde el enlace de autopistas hasta la Entrada Fairway.

Se espera que la Fase 1 del enlace de autopistas Magic Mountain SR-126 e I-5 comience en abril del 2001 y se concluya en abril del 2003. Se espera que las otras dos fases sean terminadas para junio del 2006.

El costo total del proyecto es 47 millones de dólares. Las fases 1, 2 y 3 costaran 13, 28, y 6 millones de dólares, respectivamente.

**¿Por qué este Anuncio?**

Hay tres razones 1) para invitarle a una audiencia del proyecto de foro abierto; 2) para informarle de la disponibilidad del documento del medio ambiente; y 3) para escuchar sus comentarios acerca del proyecto propuesto. La audiencia tendrá lugar en:

**Cuando**

Jueves 13 de junio del 2000

6:00 - 8:00 pm

**Donde**

Residence Inn-Marriott

Conference Center

25230 The Old Road.

Santa Clarita, California 91381

Los estudios ambientales evaluaron posibles impactos al medio ambiente relacionados con este proyecto. Caltrans ha determinado que el proyecto no tendrá un impacto significativo en el medio ambiente. El documento de medio ambiente es llamado un Borrador de Declaración Negativa/Evaluación Ambiental (Draft Negative Declaration/Environmental Assessment) y cumple con los requisitos de la Ley de Calidad Ambiental de California (California Environmental Quality Act [CEQA]) y la Ley de la Política Ambiental Nacional (National Environmental Policy Act [NEPA]).

**¿Qué hay Disponible?**



El documento de medio ambiente está disponible para su revisión en:

Biblioteca de Valencia  
23743 West Valencia Boulevard  
Santa Clarita, California 91355

y

Biblioteca Pública del Condado de Los Angeles  
7400 E. Imperial Hwy.  
Downey California 90241

El documento del medio ambiente puede ser solicitado en la dirección abajo mencionada.

#### **El Punto Donde Usted Entra**

Haga planes para atender a la audiencia y revisar el estudio de impacto ambiental. Puede presentar sus comentarios en la audiencia o por escrito a la dirección abajo mencionada.

#### **Contacto**

Por favor mande sus comentarios a la dirección abajo mencionada. Las personas que requieran atenciones especiales (Interprete de lenguaje americano para sordomudos, asientos accesibles, documentos en distintos formatos, etc.) pueden llamar a la Oficina de Planes Ambientales (Environmental Planning Office) al 213-897-0444 al menos 15 días laborales antes de revisar la información. Los usuarios del TDD pueden llamar a la línea del Servicio de Relevos de California (California Relay Service) al 1-800-735-2929 o a la Línea de Voz (Voice Line) al 1-800-735-2922.

Ronald Kosinski Chief, Office of Environmental Planning  
Attention: Julie Smith  
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120 South Spring Street  
Los Angeles, CA 90012, (213) 897-5037  
julie\_smith@dot.ca.gov

**NOTICE OF AVAILABILITY**  
**I-5/SR-126 (MAGIC MOUNTAIN PARKWAY) INTERCHANGE IMPROVEMENTS PROJECT**  
**June 6, 2000**

**Public Notice**

**Interstate 5/State Route 126 (Magic Mountain Parkway) Interchange Improvements  
Public Hearing and Availability of Environmental Document**

**What's Planned**

The California Department of Transportation (Caltrans) plans to upgrade the freeway interchange at the intersection of Magic Mountain Parkway (State Route 126 [SR-126]) and the Golden State Freeway (Interstate 5 [I-5]) to meet increasing traffic demand. The project will consist of three phases. Phase 1 improvements involve reconstructing the I-5/SR-126 (Magic Mountain Parkway) separation requiring minor roadway modifications on Magic Mountain Parkway to attain minimum vertical clearance at the separation. Phase 2 improvements consists of reconstructing the interchange and realignment of The Old Road to increase the intersection spacing of the interchange and to widen Magic Mountain Parkway east of I-5 from The Old Road to Tourney Road. Phase 3 will consist of Magic Mountain Parkway from the northbound ramps to Fairway's Entrance and will realign a portion of Magic Mountain Parkway to improve design speed. The roadway would be widened to eight lanes from the interchange to Fairway's Entrance.

Construction of phase I of the I-5/(SR-126) Magic Mountain Parkway interchange is expected to begin in April 2001 with completion by April 2003. The remaining two phases are expected to be complete by June 2006.

Estimated cost of the total project is 47 million dollars, phases 1, 2, and 3 being 13 million, 28 million, and 6 million respectively.

**Why This Ad?**

There are three reasons 1) to invite you to an open forum hearing of the project; 2) to tell you of the availability of the environmental document; and 3) to hear your comments about the proposed project:

**When**

Tuesday, June 13, 2000  
6:00 – 8:00 pm

**Where**

Residence Inn-Marriott  
Conference Center  
25320 The Old Road  
Santa Clarita, California 91381

The environmental studies evaluated potential environmental impacts associated with this project. Caltrans has determined that the project will not have a significant impact on the environment. The environmental document is called a Draft Negative Declaration/Environmental Assessment and satisfies the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

**What's Available**

The environmental document is available for review at:

Valencia Library  
23743 West Valencia Blvd.  
Santa Clarita, California 91355

County of Los Angeles Public Library  
7400 Imperial Hwy.  
Downey, California 90241

The environmental document is also available upon request from the contact listed below.

### **Where You Come In**

Plan to attend the hearing and review the environmental study. You may submit your comments at the hearing or in writing to the address below.

### **Contact**

Please send comment letters to the individual listed below. Individuals that require special accommodations (American sign language interpreter, accessible seating, documentation in alternative formats, etc.) may contact the Environmental Planning Office at 213-897-0444 at least 15 working days prior to reviewing the information. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

Ronald Kosinski – Chief, Office of Environmental Planning  
Attention: Julie Smith  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012, (213) 897-5037  
[julie\\_smith@dot.ca.gov](mailto:julie_smith@dot.ca.gov)

**AVISO DE DISPONIBILIDAD**  
**PROYECTO DE MEJORA DE EL ENLACE DE AUTOPISTAS EN EL SR-126 (MAGIC**  
**MOUNTAIN PARKWAY) Y LA AUTOPISTA INTERESTATAL I-5**

**Junio 6 del 2000**

**Aviso Público**

**Mejora de el Enlace de Autopistas en la ruta estatal 126 (Magic Mountain Parkway) y la Autopista Interestatal I-5**

**Audiencia Pública y Acceso al Documento de Medio Ambiente**

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7400 E. Imperial Hwy.  
Downey California 90241

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Ronald Kosinski Chief, Office of Environmental Planning  
Attention: Julie Smith  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012, (213) 897-5037  
julie\_smith@dot.ca.gov

## **INVITATIONS**

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



May 9, 2000

File: 07-LA-05  
KP 84.8/86.8  
07-LA-126  
KP 9.4/11.4  
Magic Mountain Pkwy  
EA 187000

Responsible Agencies, Review Agencies,  
Trustee Agencies, and individuals interested  
in the Magic Mountain Parkway Interchange  
Project along Interstate 5 and Route 126

**Notice of Public Meeting/Notice of Availability**

The California Department of Transportation (Caltrans) has prepared an Initial Study / Environmental Assessment (IS/EA) on the proposed improvements at the Magic Mountain Parkway Interchange along Interstate Route 5 in the City of Santa Clarita. The proposed project would consist of the following phases:

1. Reconstruction of the I-5/Magic Mountain Parkway separation,
2. Reconstruction of the interchange and a realignment of The Old Road, and
3. Realigning and widening of Magic Mountain Parkway east of I-5 from the northbound ramps to Fairway's Entrance.

A public meeting is scheduled for June 13, 2000 from 6:00 p.m. to 8:00 p.m. at the Residence Inn, Marriott, 25230 The Old Road, Santa Clarita, CA 91381. The purpose of this hearing is to obtain public comments on our project design as well as the results of our environmental studies.

Enclosed is a copy of the Initial Study / Environmental Assessment for your review and comment. It is requested that you furnish all written comments by June 21, 2000 to:

Ronald Kosinski, Chief  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring St.  
Los Angeles, CA 90012  
Attn: Julie Smith  
or  
[julie\\_smith@dot.ca.gov](mailto:julie_smith@dot.ca.gov)

For additional information on this project, please contact Ronald Kosinski at (213) 897-0703.  
Thank you for your interest in this transportation project.

Sincerely,

A handwritten signature in cursive script that reads "Ronald Kosinski". The signature is written in black ink and is positioned above the printed name.

RONALD KOSINSKI,  
Chief, Office of Environmental Planning